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AND

ICELAND.

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HANDBOOK FOR TRAVELLERS

IN

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WITH

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ICELAND.

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PREFACE.

THE present Edition of the 'Handbook to Denmark' has been entirely re-arranged, in great measure re-written, and revised, in all important places, on the spot.

The Routes are preceded by an introductory sketch of the nature of the country, its attractions for strangers, its products, people, history, and government, together with such practical hints as to language, books, dress, plan of tour, and other details, as are most likely to prove useful to the Traveller.

Every effort has been made to render the book as accurate as possible. Any notes of errors or omissions furnished by travellers from their own experience on the spot, and addressed to the Publisher, will be gratefully acknowledged.

Although the Duchies of Schleswig and Holstein, since 1864, form part of Germany, yet, as one of the principal routes to Copenhagen traverses them, they are described in connection with Denmark, to which country they formerly belonged, and to which they are closely related in their general character, history, and partly (N. Schleswig) in the nationality of the inhabitants.

A brief but comprehensive Guide to **Iceland**, a country more accessible now than formerly, has been added to this Edition, and is the result of experience gained in more than one journey through that Island. This part of the Handbook has also the advantage of careful revision by a resident on the spot.

London, June, 1893.

RBC
NcU

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DENMARK,

WITH SCHLESWIG AND HOLSTEIN.

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1.—Money, Measures, Weights.

Money.—The currency of Denmark is based on a decimal system, and is sufficiently simple. The **Krone** (1*s.* 1⅓*d.*), and the **öre** (about one-eighth of a penny), are the units of the system, and the krone contains 100 öre. At the usual rate of exchange, 1*l.* sterling is equal to 18 kroner. There are gold coins of 10 and 20 kroner, very seldom found in circulation; silver coins of 2 and 1 kroner, and of 25 and 10 öre, and copper coins of 5, 2, and 1 öre.

Their relative value in French and English money is as follows :—

		£	s.	d.	Francs.
Gold.	20 Kroner .. .. =	1	2	2	.. .. = 28
	10 ,, ... =	0	11	1	.. .. = 14
Silver.	4 ,, ... =	0	4	5	.. .. = 5·60
	2 ,, ... =	0	2	$2\frac{2}{3}$	.. .. = 2·80
	1 ,, ... =	0	1	$1\frac{1}{3}$	.. .. = 1·39
	25 öre .. .. .. =	0	0	$3\frac{1}{3}$	.. .. = 0·35
	10 ,, ... =	0	0	$1\frac{1}{3}$	.. .. = 0·14

Two kroner are equal to the old *rigsdollar* (2*s.* 3*d.*).

Paper currency is largely used, and retains its full value. The notes are all issued by the National Bank, which has the monopoly.

English sovereigns and bank notes are readily changed in all the large towns, and undoubtedly the most convenient form of money for the traveller to take with him is the Bank of England 5*l.* note.

In Schleswig and Holstein the German Imperial currency is employed. 1 mark is nearly equivalent to an English shilling, and is divided into 100 pfennings. There are gold coins of 20, 10, and 5 marks, and the 20 mark piece is of nearly equal value to the English sovereign. A sovereign is really worth 20 m. 43 pf., and a gold Napoleon is worth 16 m. 20 pf. 1 krone is equal to 1·13 mark; $15\frac{1}{3}$ reals; 35 kopeks; 0·27 American cents; and 0·66 Austrian gulden.

2.—Travelling Expenses.

Of course the expenses of a tour in any country depend to a great extent on the tastes and habits of the traveller, but it may be stated generally that travelling is expensive in Denmark. The krone frequently goes no further than the franc, the drachma, the lira, or the peseta, in their respective countries, although its value is about one-fourth greater.

Measures.—The Danish foot is, like the English, divided into 12 inches, but is a trifle longer, being about equal to $12\frac{3}{8}$ English inches. Two Danish feet make an ell (Alen). The Danish mile is 24,000 feet Danish, and consequently rather more than $4\frac{1}{2}$ English miles. 1 kilom. = ·1328 of a Danish mile; 1 Danish mile = $7\frac{1}{2}$ kilom.

Weights.—1 lb. (Pund) Danish is equal to 1 lb. $1\frac{1}{2}$ oz. av. English, and was formerly divided into 32 lod, of which consequently two made an English ounce. The decimal subdivision of the pound has now been introduced, and the use of it is compulsory. It has quite supplanted the old weights. 1 lb. = $\frac{1}{2}$ a kilogramme = 100 kvint, and 1 kvint = ·011 lb. avoirdupois.

3.—Language.

The Danish and Norwegian being the same language, though spoken in some cases with a very different accent, and a vocabulary and dialogues being more likely to be of use in Norway than in Denmark, they are

placed in the Introductory Remarks to the *Handbook for Norway*, from which a few *Every-day Sentences for Common Use*, p. [19], have been taken. Both the Danish and Swedish languages bear so strong an affinity to the English, that they are not found difficult to acquire.

In Holstein and the south of Schleswig only German is spoken, and it is understood also in the north of Schleswig by the officials of the railways. In Copenhagen, English is spoken in all the principal hotels.

4.—Passport.

Passports are not demanded of travellers entering the Danish territory, and Denmark was the first monarchy on the Continent which abolished that time-honoured, but often very inconvenient, institution; but a passport should always be taken as a means of establishing identity, and for procuring registered letters at the post-office. It is also useful sometimes to show to a banker when you desire him to cash a cheque.

5.—Posting, Railroads, Steamers.

Posting, or as it is called "extrapost," as distinguished from the ordinary or mallepost, is at most places still carried on under the management of Government, and every complaint is therefore promptly attended to. The whole country is provided with a network of excellent macadamised high roads, which possess the additional charm of having no toll-bars, excepting only in the immediate neighbourhood of Copenhagen, where a very few of them still survive. Whilst in England so many of the principal roads are constructed by private persons or bodies, they are in Denmark constructed and maintained either by the Government or by the counties or "Amt." The charge fixed by the tariff of the Royal Extra Post Service is 3 kr. 30 öre per Danish mile for a "Wienervogn" or chaise, holding 4 persons inside, with 2 horses, besides from 15 to 30 öre for the ordering of each horse. All that is to be paid is included in a paper called "Time-seddel," issued from the post-office. The traveller pays in advance the sum stipulated therein, after which the postillion has no further claim upon him. The paper is then delivered to the postillion, whose duty it is, on arrival at the station where his service ends, to present it again to the traveller, that he may note down the time of arrival, as well as his approval or disapproval of the postillion, and any other observation he may wish to make concerning the service. The extrapost is bound, from 1st of April to 31st of October, to proceed on all chaussées and equally good roads, when the stage is less than 4 Danish miles, at the rate of 1 mile in $\frac{3}{4}$ of an hour; when the stage is 4 miles, it is to be performed in $3\frac{1}{4}$ hours; when the stage is beyond 4 miles, the first mile must be made in $\frac{3}{4}$ of an hour, and the rest of the journey at the rate of 1 mile in an hour. The postillion is strictly enjoined to be civil and attentive to the travellers, to give assistance, in cases of emergency, in the packing and unpacking of luggage, and is also bound to carry certain tools, in order to be able to remedy any slight accident that might happen on the

road. The extrapost is to be on the spot ¾ an hour after the order for it has been given, and to wait ½ an hour without extra charge. Formerly a complete system of **mail-coaches** existed for the conveyance of letters and passengers, under the authority and management of the Postmaster-General, and though this is now in many places superseded by railways, it is still the usual means of inland travelling. The mail-coaches are partly closed carriages, called **diligences**; partly open carriages, called **dagvogne**. The price of a place in one of the former is 65 öre per Danish mile; in the second class 52 öre per mile. 30 lbs. of luggage are carried free; any greater quantity is charged for, but any quantity is carried, subject to certain limits of the size and weight of every package. The porters attached to the post-houses, *litsenbroder*, are bound to carry the traveller's luggage, anywhere within town limits, free of charge.

An omnibus, or *dagvogn*, is usually found at railway stations, and at the landing-places of steamers, for the convenience of travellers to neighbouring towns, or from one station to another. The charges are very moderate, and are fixed by tariff.

Railways.—The first line opened in Denmark Proper was between Copenhagen and Roskilde, which very soon was continued to Korsör, and from this harbour steamers start twice daily for Kiel, Aarhus, Nyborg, Flensburg, and other places. In connection with the Korsör Railway, steamers cross the Great Belt to Nyborg, whence a railway crosses the island of Fyen, *viâ* Odense, to Strib on the narrowest part of the Little Belt, from which a steam ferry conveys the post and passengers to Fredericia in Jutland. From this point railways branch off both south and north. The southern branch is in direct communication with the railways of Schleswig and Holstein, and this is one of the routes between Hamburg and Copenhagen. The railway to the north from Fredericia traverses the whole length of the peninsular, and, in connection with steamers from Frederikshavn to Gothenburg, establishes a route from Hamburg and the Continent to Sweden and Norway. A branch of this railway connects Aarhus on the east coast of Jutland with all the west coast, while another branch runs from Skanderborg to Silkeborg, a picturesque neighbourhood in the very heart of Jutland. A third runs from Kolding due W. to Esberg, whence steamers ply to Harwich in 36 hours, on Tues., Thurs., and Sat. afternoon. Besides the great trunk railway, which traverses the whole kingdom, there are several smaller lines. The North Zealand Railway connects the capital with Helsingör, *viâ* Frederiksborg and Fredensborg, with a branch to Klampenborg, and a line runs S. from Roskilde through Kjöge and Næstved to Vordingborg and Masnedsund, in connection with a short line on the island of Falster from Orehoved to Nykjöbing. Another line runs N.W. to Kallundborg, whence there are steamers daily to Aarhus; while a line in a N.N.W. direction runs to Frederikssund and Jægerspris, a lovely excursion. A short line on the island of Lolland runs from Bandholm to Maribo. The total length of lines is 1208 English miles, about 500 of which were constructed between 1864 and 1866 by Messrs. Peto and Brassey. 1000 miles of the railways belong to the State.

Steamboats.—It is a necessary consequence of the natural configuration of the country that **steamers** play a great part in the inland traffic,

and from Copenhagen a considerable number of boats keep up regular communication with almost every town and harbour of any importance. Those most likely to be of use to English travellers are those which ply in the Sound, between Copenhagen and Malmö, on the opposite coast of Sweden, and on the principal route from Copenhagen to Stockholm, and between Copenhagen, Helsingör, and Helsingborg, touching at many points along the coast, as well as those which, starting from Copenhagen and bound for the southern islands, touch at the island of Möen. In many places the service of ferries is now performed by steamboats. Complete and trustworthy information as to travelling in Denmark by railway, post, or steamer, and on telegraphs and letterpost is found in the '*Reiseliste*,' which is published fortnightly (20 ö.), and in Faber's '*Post og Reisehaandbog for Kongeriget Danmark*' (1 kr.), which is published quarterly, or as often as may be required.

Postage.—The inland postage is the same as in England, viz. 8 öre, or about 1*d.*, for 3 kvint, or ½ oz. English, but the double postage carries a letter up to ½ lb. weight. Within town limits of Copenhagen it is only 4 öre. To England the charge is 20 öre for the same weight. There is a book-post to most other countries at a lower rate, subject to the same conditions as the English. To England the charge is 8 öre, or 1*d.*, for 2 lod Danish (1 oz. English), and anything made of paper may be sent, even proof-sheets with corrections, but no other writing. Post-cards cost 8 öre to the United Kingdom.

Money Orders are granted to an amount of 100 kr., or when payable in Copenhagen, 200 kr. They are forwarded by the postmasters.

There is a very complete network of about 2100 miles of **telegraph lines** extending over the whole country, with submarine cables to Russia, Sweden, Norway, England. The charge for 20 words in Denmark itself is 50 öre, and 30 öre additional for every 10 words; to England, *viâ* the new cable from Jutland to England, 20 words cost 4 kr. 32 öre, or about 5*s.* The inland telegraph is mostly under control of the Government. The standing Army on a war footing consists of 50,522 men, and the Navy of 1270. The country possesses four ironclads, thirty-three men-of-war under steam, with an aggregate of 227 guns, and a mercantile marine of 3326 sailors.

6.—Inns and Hotel Accommodation.

The inns in Denmark are of a more primitive character than those in the provincial towns of England. The best hotels of Copenhagen, however, make greater pretensions, and, though not yet equal to the best inns in West and Central Europe, will satisfy most travellers. The proprietors, or at any rate some of the servants, speak English; guides and every necessary information are easily obtained. English is also spoken in some of the shops at Copenhagen. The hotels are fairly clean, but the sanitary arrangements are often very defective, even in the capital. Damp sheets are not uncommon, and damp napkins are the rule rather than the exception. The plates are invariably cold. The usual dinner hour is 1 P.M. in the smaller towns, and 4 P.M. in Copenhagen. When dinner is at 1 o'clock, there is supper at 7 P.M., consisting usually of one hot dish and a multitude of cold viands. Smoked salmon is excellent.

The beer is good, the wines bad and expensive. The most absurd names are given to wines, without rhyme or reason. The commonest vin ordinaire is labelled *Margaux*, and the vilest Niersteiner, *Johannisberg*. White port wine is a remarkable compound. Capital cherry cordial is made in Copenhagen by Heering, and may be had at the best grocers' shops.

7.—Travelling Servants.

Avoid taking English servants to Scandinavia, and particularly women, as they would prove a far greater trouble than comfort.

Few, if any, of the regular courriers speak Danish or Swedish, and would therefore be also useless. But at Copenhagen, Gothenburg, Stockholm, and Christiania, there are men who speak English, and have been much accustomed to travel with gentlemen, chiefly upon sporting expeditions in Norway and Sweden. These persons drive well, prepare the Forbud papers, cook, and are particularly useful. They are paid about 4*s.* 6*d.* a day, besides their lodging and travelling expenses. (See remarks under head of *Language* in Introductory Information to the *Handbook for Norway.*) It is advisable to have a written agreement with these men before starting, and in case of not returning to the place where they were engaged, it is well to make a particular arrangement about their return.

8.—Clothes and Luggage.

As the majority of travellers pass through Denmark on their way to other countries, the reader is referred to the suggestions on these heads contained in the Handbooks for those countries, merely observing here that all articles of luggage should be waterproof, and the total weight of each person's baggage should not exceed 50 lbs. All beyond that must be paid for by those who travel by railways abroad, and other public conveyances, except steamers.

Clothes.—Two suits are sufficient: a new and strong one, all of woollen material, for every-day use, and another for towns, with a waterproof overcoat. The socks or stockings should be worsted, as cotton soon blisters the feet in walking. Shoes or boots should be double-soled and well-nailed for every-day use.

For **Ladies.**—The travelling dress should be of strong fabric, Scotch spun-silk, or some very light woollen material. Stout boots and a pair of goloshes for wet decks are useful. For wraps, the best are a Scotch plaid, of the largest and coarsest sort. A jacket of sealskin or cloth, and wadded; and a large cloak with sleeves and cape.

9.—Short Account of Denmark.—*Possessions.—Area and Population.—Geology and Physical Geography.—Climate.—Season for Travelling.*

Dominions.—Shorn of her former greatness, the Danish realm now only comprises the northern portion of the Cimbrian Peninsula, and a number, in all, of about 200 islands, situated at the entrance of the Baltic; of which Zealand, Fyen, Lolland, and Falster are the largest, besides

Bornholm, off the S.E. coast of Sweden. The Faröe Islands, Iceland, Greenland, and the Islands of St. Thomas, St. Croix, and St. John in the West Indies also belong to the Danish Crown, whilst the Danish settlements in East India and in Africa were sold to Great Britain in 1846. The area of Denmark Proper is 14,789, or with the islands in the Baltic, 21,667 English square miles, and the population in 1890 was 2,172,205.

Schleswig Holstein contains a population of 1,150,306, and the area is 7275 square miles, including Alsen and the Frisian Islands.

Geology and General Aspect.—The scenery of Denmark is generally very flat and monotonous, but its forests of beech and oak are magnificent, and some of the views on the E. coast are highly picturesque. With the exception of Bornholm, which in point of geology agrees with southern Sweden, Denmark is a part of the great plain of Northern Europe, and the elevation above the sea nowhere reaches 600 feet. The oldest formation anywhere to be observed is the Upper Cretaceous, and in some places the limestone contributes materially to the beauty of the landscape, particularly at Stevns Klint on the E. coast of Zealand, and on the little island of Möen, where the white cliffs adorn the sea-coast, crowned in the last-mentioned locality with magnificent beech-woods. The cretaceous strata of Denmark offer peculiarly interesting phenomena to the geologist, and have been the subject of a well-known treatise by Sir Charles Lyell. Besides Stevns and Möen, the most interesting locality is Faxö, an ancient coral crag, now far inland, abounding in rare and peculiar fossils. The limestone is covered with various beds of sand and clay, which mostly present an undulating surface; and as the country, particularly on the islands, is rich in wood and small lakes, there is no lack of pretty scenery.

It is for the greater part a fertile country, where every acre is tilled or otherwise turned to account, where uncultivated commons are unknown, feeding its own inhabitants abundantly, and supplying the neighbouring countries to a considerable extent with corn and cattle, dairy and poultry produce. Agriculture is perhaps not yet on an equal point of development with England or Scotland, but is rapidly progressing; and, as the farmers are nearly all freeholders, the bulk of the nation prospers by it: particularly since the Repeal of the English Corn Laws, and the opening up of English markets, a great improvement has been observable. Denmark exports to Great Britain and her Colonies agricultural produce, hides, oil-cake, horses, and cattle, to the annual value of about three millions; and imports from the same sources woollen goods, iron, hardware, and groceries, to the amount of nearly eight millions sterling.

The rivers are, of course, but small—the longest is the *Gudenaa* in North Jutland, 90 miles in length. There is not much fishing in them. Nor is there much natural pasture-ground; the fresh grass fields, hemmed in by rows of elm and oak so familiar to the English eye, are wanting. Hill and dale are covered with interminable corn-fields, now and then interspersed with clover-fields, where the cattle stand tethered, and so entirely have the hedges in many places disappeared, that the different farms are scarcely divided off from each other by a decent ditch. But instead of the hedgerows of stately elms and oaks, and park glades with

isolated groups of trees, the Danish landscape is enlivened by frequent and often extensive tracts of dense woodland, consisting of beech and oak, with comparatively recent plantations of pine and fir. A century ago these last-named trees existed scarcely outside the private parks and gardens, though the deposits of the peat-bogs prove that in ancient times they were predominant in the forests, but are now planted most extensively, so that very large tracts of sandy and poor soil are covered with them. This latter change is particularly observed in the less fertile part of the country—the middle and west part of *North Jutland*—which formerly was well timbered, but where the pernicious influence of the westerly winds and injudicious treatment of the forests have entirely destroyed these.

The N.E. coast of Jutland, and indeed of the whole Cimbrian peninsula and its islands, is intersected by "fjords," long, winding, but mostly narrow inlets from the sea, well wooded and cultivated, and presenting, upon the whole, the same characters as the landscape on the islands. But all along the middle of the peninsula there stretches a tract of heath, sometimes presenting an apparently unbounded plain overgrown with heather and furze, now and then intersected by small winding rivers, bordered by a narrow strip of meadow-land thinly inhabited, but where for the rest not a soul meets the wanderer for half a day, save, perhaps, a lonely shepherd minding a flock of hardy, bony animals, valuable for their fine skin and wool, but whose flesh is as tough as the heather off which they nibble the tenderest shoots. It some parts the sandy soil contains a peculiar hard stratum, several inches thick, two or more feet under ground, called *Ahl*, opposing a formidable, though not invincible, obstacle to the growth of trees. The Ahl is still forming by the conglomeration of the sand under the influence of water containing a little iron, and the cause of it is to be sought in the destruction of the ancient forest which covered these parts. The highest elevation is generally near the east coast, from which it diminishes gradually towards the west, so that many small rivers rising a few miles from the east coast nevertheless traverse the whole north of the country and fall into the North Sea. Where this desolate tract meets the well-timbered and fertile east coast, it is often broken up into rounded hills, whose sheltered sides are green and wooded, whilst their bases are surrounded by fresh meadows, forming a fine contrast of colour with the rich glow of flowering heather.

Further to the west, the landscape undergoes another change; the plain becomes more and more flat and watery, the scanty trees disappear by degrees entirely, till at last a row of abrupt sand-hills rise in the horizon, looking at first like distant mountains, though not higher than 100 ft., so abrupt and peculiar are often their forms, and presenting to the wanderer who ascends them the unbounded view of the North Sea which bathes their base, and in fact called them into existence. This dangerous and treacherous sandy coast stretches for 200 miles from Blaavandshuk, not far from Varde, to the Skaw, all the way girt by a double or treble row of sandbanks, "Revler," where many a good ship has become a prey to the fury of the waves. So dangerous is this coast that there are not less than 14 lifeboat stations and 7 rocket stations established along it. At many places on this coast the sea

is making constant inroads on the land, and this is particularly noticeable at the south-west corner of North Jutland and along the coast of Schleswig. Originally the general native features of the Cimbrian peninsula and its islands, from the Elbe to the Skaw, seem to have been quite the same in the whole of its length; while at some remote period, difficult to determine, but it is thought subsequently to the first appearance of mankind in those regions, an extensive subsidence of the coast of this part of the North Sea took place. The range of sand-hills which still exist along the coast of North Jutland was broken through in numerous places, and the flat land inside inundated. Fragments of the range of dunes and of ancient cliffs are still standing, protecting a little tract of land on their east side, and forming a row of islands along the whole coast of South Jutland, separated from the mainland by a broad expanse of sea, which, however, for the greater part, is dry at low tide.

During the long time which has succeeded this change of level and consequent irruption of the sea, extensive marshes have been formed along the coast, which by degrees have been reclaimed by means of dykes, which present the same appearance as the marshes in the eastern counties of England; but during the last 1000 years the sea has again destroyed more than it has added in this way to the mainland and the islands. Along the west coast of the peninsula of Eidersted in Schleswig stands the southernmost part of the ancient range of dunes. That the formation of these islands along the west coast of Schleswig, and of the marshes along the shores of that part of the sea which separates them from the mainland, is subsequent to the first appearance of man in these parts seems to be rendered evident by the fact that, under the thick layers of marsh-clay, peat-bogs and remains of ancient forests, and in the peat and at the root of the trees, implements of flint, pottery, and other remains of human civilisation have been discovered.

The **climate** of Denmark, upon the whole, is mild; the average temperature of Copenhagen is 46·8° Fahr., the greatest heat observed in the shade is nearly 94°, the extreme cold nearly - 19° Fahr. It is fairly healthy, but on account of the frequent changes and the preponderance of wind, not particularly agreeable; though scarcely less so than the climate of England. We are, however, quite disinclined to endorse Mr. A. J. C. Hare's statement that "those who are worn with a London season will feel as if every breath in the crystal air of Denmark endued them with fresh health and strength." The Danish climate is favourable to vegetation, which is most luxuriant, and both the flora and the fauna of Denmark are, in proportion to the extent of the country, remarkably rich.

The best months for travelling are June, July, and August; May and September are, in favourable years, also very agreeable in Denmark, and the trees often retain their foliage beautifully tinted until the close of October.

10.—Historical Notice.

It is aptly observed by Sir John Lubbock, in his work on 'Prehistoric Times,' that Denmark occupies a larger space in history than on the map

of Europe. Many a larger nation, as he points out, might well envy the Danes the position they hold in science and art; and it is besides undoubtedly true that the ancient times of Denmark, as of Scandinavia generally, were its most splendid period, to which even now the greatest interest attaches. The monuments of pre-historic and earliest historic Denmark are numerous and important. At that time Denmark, properly speaking, comprised Jutland (including South Jutland and Schleswig), the Danish islands, and the southern part of modern Sweden. It is remarkable that the earliest really historical fact in Danish history is a war with Germany, then under the rule of Charlemagne, which ended by a peace concluded in 810, whereby the river Eyder, which separates the modern duchies of Schleswig and Holstein, was declared the frontier between Denmark and Germany, as indeed it remained till 1864, when Denmark was compelled to cede the duchy of Schleswig to Germany.

In the war with Charlemagne, the Danish King Götrik constructed a line of defences reaching from the marches at the lower Eyder to the Baltic, which afterwards was extended into the famous *Danevirke*, built in the 10th cent. by King Gorms' Queen Thyra, called Danebod, or the Danes' joy, and according to tradition an English princess.

Christianity was first introduced into Denmark in 827, by *Ansgarius*, the Apostle of the North, a monk from the convent of New Corvey in Westphalia; but it did not thoroughly subvert the old pagan faith of Scandinavia, which is so well known from the ancient Sagas, till after the conquest of England by Kings *Swein* and *Canute*. While scores of thousands of Danes emigrated to the British Islands (see Worsaae's 'Danes and Northmen in England,' and his later work on the Danish conquest of England and Normandy, a great number of Englishmen settled in Denmark, or were sent there by the king, and these were mainly instrumental in establishing the Church in Denmark, and founding ecclesiastical institutions and buildings there.

At the death of Canute, his great empire, comprising Denmark, Norway, England, the south of Scotland, and large territories along the shores of the Baltic, was broken up, and Denmark was for a long time distracted by internal feuds. Amongst the later Danish kings those of the so-called Valdemarian period, *Valdemar I.*, *Knud VI.*, *Valdemar II.*, stand out prominently, by firmly established power at home and splendid warlike exploits abroad. The Danes scarcely participated in the Crusades, but undertook similar expeditions into the Pagan countries to the south and east of the Baltic for the establishment of Christianity there. On one of these a battle was fought near Revel in Russia, where the Danish army, sore pressed by a numerous hostile force, was rallied and led to victory by the sudden display of a scarlet banner with a white cross, which had been sent by the Pope, but which, according to the popular tradition, fell down from heaven. This happened in 1219; and since then this flag, under the name of Danebrog, became the Danish national emblem, and superseded, as such, the figure of the raven, which until then was used, and which appears on the numerous coins struck by Danish kings in England.

Valdemar II., called the victorious, on account of his success in war during the first years of his reign, has left a great name on record as a law-giver; and the oldest Danish statute laws, civil and ecclesiastical, date from his reign. He also caused the compilation of a most

interesting account of the royal revenue derived from property in the whole of the kingdom, a kind of Doomsday Book. He died in 1241; and now followed another period of internal discord, coupled with foreign oppression, which only terminated when a nobleman of Jutland, called *Niels Ebbesen*, by a daring enterprise, slew the most powerful of the foreigners who sucked the life-blood of the people, Count *Gerhard of Holstein*. The nation rose with energy, led by a third *Valdemar*, who again established the integrity and independence of the realm. His daughter, Queen *Margaret*, perhaps the ablest ruler Denmark ever had, succeeded in uniting with the crown of Denmark those of Norway and Sweden, by the union of Calmar of 1397. But at her death the united Scandinavian crowns passed on to German princes distantly related to the ancient royal family of Denmark, who lacked both ability and energy to work out the great political scheme begun by her; and after a troubled existence of about 120 years, the union came to an end by the secession of Sweden.

Margaret's successor was *Erik of Pomerania*, whose queen, *Philippa*, daughter of Henry IV. of England, made herself a name in history by her courageous defence of Copenhagen against the fleets of the Hanseatic League in the absence of the king. At the death of his successor, *Christoph of Bavaria*, the throne of Denmark came to *Christian I.*, the first of the Oldenburg dynasty, which till 1863 reigned in Denmark, and of which a younger branch occupies the throne of Russia. Christian I. acquired the duchy of Holstein. In the reign of *Christian III.* the Reformation was carried through in Denmark without any serious difficulty.

The ablest king of this dynasty was *Christian IV.* (1588–1648), who not only distinguished himself as an accomplished and gallant warrior, but also by his thrift and economy, and who left lasting monuments in the numerous and splendid buildings which he executed in a style akin to the Elizabethan, and which in Denmark is described as *the style of Christian IV.* Good specimens are the castles of Rosenborg and Frederiksborg, and the exchange of Copenhagen. His well-meant exertions for the good of the country were paralysed by the nobility, whose constitutional power was so great that the king was reduced to little more than the president of an aristocratic republic. Under his son *Frederik III.*, the State was brought to the verge of ruin by the want of patriotism of the nobility, owing to which the military resources of the kingdom were so reduced that Charles X. of Sweden found it an easy task to deprive Denmark of her provinces east of the Sound, which have ever since formed part of Sweden. The indignation of the people was now raised to the highest pitch, and the yoke of the nobility was thrown off, never to be reimposed, though only in order to transfer absolute and hereditary sovereignty to the king and his successors; and for nearly two centuries, 1660–1848, Denmark remained an absolute hereditary monarchy, whilst previously the Crown had been elective.

But few of the kings of the Oldenburg dynasty were distinguished by national feeling and interest in Danish language and nationality; their queens and their confidential advisers were mostly Germans; and the Danes, however able, very rarely succeeded in exercising any great influence, or in rising to the highest dignities of the State. In this

respect *Frederik V.* (1746–1766), amongst others, formed a notable exception; his first queen, *Louisa*, was a daughter of George II., and greatly beloved by her subjects. Their son, *Christian VII.*, the husband of the unfortuuate *Caroline Mathilde*, sister of George III., was from childhood of a sickly constitution, which soon became entirely undermined by a reckless life, and the consequence was a rapidly increasing mental aberration, which necessarily brought the supreme power into the hands of others.

For a few years, *Struensee*, a German physician who had advanced to the highest dignities, governed the country with undoubted good intention, but with a disregard of national feelings and rooted prejudices, which raised against him powerful enemies. He was a follower of Voltaire and the French philosophy of the day, whose ideas he tried to realise in government in a headstrong, yet not really energetic, and at the same time reckless manner. He became the victim of a Court conspiracy; the king was persuaded, or rather frightened, into signing the orders for his deposition and trial before a special court, and he was beheaded in 1772. His fall brought ruin upon the queen, who being accused of an illicit liaison with the fallen Minister, was divorced from the king, and banished. The British Court, who did not question the justice of this measure, gave her a residence at Celle, in Hanover, where she died in 1775. The sad fate of the queen has always secured for her the sympathy of those who know what temptations her position and the conduct and mental state of her husband threw in her way; but the scanty additional light which later times have thrown upon the matter has not served to vindicate her innocence.

From the time of Struensee's fall dates a strong and ever-increasing revival of Danish national feeling, of Danish literature, art, and science; and subsequent kings have, in this respect, stood on the side of their Danish subjects, though perhaps not always with the desirable energy. Towards the close of the century, Danish commerce and shipping rose to a very flourishing condition, thanks to the neutrality observed by Denmark in the great wars which then devastated Europe. This favourable state of things suffered a short interruption by the hostilities commenced by England in 1801, with a view of compelling Denmark to secede from the league of the armed neutrality formed by neutral States for the protection of their commerce. Then the famous battle of the 2nd of April, 1801, was fought in the roadstead of Copenhagen, between a division of the English fleet under Nelson, and the southern part of the "Danish line of defence," a number of old ships' hulks moored or grounded on the shallow sands of Amager, while the Danish fleet lay unarmed and unequipped in the harbour. The result was that Denmark agreed to withdraw from the neutrality league; but the bloodshed and bitter feelings caused by the war might have been spared, for a few days after, the Emperor of Russia died, and the league, of which he was the soul, broke up of its own accord.

Of far greater consequence was the second war with England, which began in 1807. The English Government having received information that the Emperor Napoleon had concerted a plan with the Emperor of Russia for invading Denmark, and compelling her to place her fleet at his disposal, resolved to prevent this, by doing herself what the French

Emperor was suspected of intending. A fleet with 20,000 men was despatched to Copenhagen, and a demand was presented for the immediate surrender of the Danish fleet. Though utterly unprepared for war, of which there was no prospect, the Danish Government returned the only answer which could be expected from a nation not entirely destitute of self-respect. Copenhagen, which was without a garrison and virtually defenceless, was compelled to surrender by a three days' bombardment, whereby a great part of the city was destroyed; and the fleet was equipped and carried away by the English. Denmark thus became entangled in the great wars of Europe, from which she had nothing to gain, and from which she had hitherto studiously kept aloof; and in 1814 she was compelled to cede Norway to Sweden. The Danish shipping and commerce was destroyed, the state bankrupt, the people very nearly ruined; but, thanks to an economical government, the natural resources of the country, and fortunate circumstances, the losses were repaired; and when Frederik VI., in whose reign—as prince regent and king—these misfortunes happened, died in 1839, the national credit was re-established; and though greatly reduced in extent, the country, upon the whole, was prospering.

Meanwhile, the so-called Schleswig-Holstein agitation developed itself. It was an offshoot of the unity movement in Germany, and had for its object to separate from Denmark and unite with Germany not only the originally German duchy of Holstein, which had been acquired by Christian I. in 1460, but also the originally Danish duchy of Schleswig, which had never in any way been connected with Germany, but of which the southern part, by constant immigration, had become Germanised. The scheme was favoured by the circumstance that the latter duchy enjoyed a somewhat separate position in the Danish state, which had originated in its being a border province. Ever since the Danevirke was constructed near the southern frontier, a Danish army was generally stationed there, mostly under the command of a royal prince, who exercised a certain authority in the adjoining districts, and this led to the pernicious custom of granting the whole or part of the province of South Jutland or Schleswig to junior branches of the royal family as a fief of the Danish crown. Although these vassals often became very troublesome, and even made common cause with the enemies of the realm which they ought to have defended, this was continued for centuries in the interest of the reigning family, but to the detriment of the empire, whose interests did not always coincide as long as the crown was elective, that is till 1660.

When at length *Frederik IV.*, in 1720, regained the whole of the duchy for the then hereditary crown, he did not properly consolidate it with the rest of the kingdom in point of administration. This served as a handle for the secessionists of later times, and the intricate questions of public law which they raised rendered the controversy on this question, which lasted for 30 years, a perfect monster both as regards bulk and obscurity, and quite a phenomenon in the political history of the world. The scheme of separating the two duchies from Denmark, and joining them to Germany as a new state, found great favour in Germany, particularly because the Bay of Kiel, where the German nationalists wished to see a German fleet established, lies partly in Holstein and partly in Schleswig territory, and it found strong support

from the Duke of Augustenborg, representative of one of the younger branches of the house of Oldenburg, who hoped to obtain the sovereignty of the new state it was proposed to form, under the name of Schleswig-Holstein.

Neither *Frederik VI.*, nor his successor *Christian VIII.*, was able to stem the agitation; and when the French Revolution broke out in 1848, a few weeks after the death of the latter, and was followed by disturbances all over Europe, a rebellion also broke out in Holstein. The Danish army repeatedly worsted the insurgents, and the insurrection would not have lasted two months but for the interference of Prussia and other German States. At length Prussia was compelled by the other European Powers to withdraw her troops, and a peace was concluded in Berlin, in 1850; after which, the insurrectionary army, left to its own resources, was defeated at Idsted, July 26, 1850, but no satisfactory settlement was arrived at. The insurrection had destroyed the unity of the state, and the Danish Government had to frame and introduce a new representative constitution for the whole monarchy. *Frederik VII.*, who ascended the throne in 1848, shortly before the outbreak of the rebellion, had granted a very liberal constitution; but this could not be extended to the whole monarchy. The German Confederation had a voice in the matter as regarded Holstein, and kept the whole question open by refusing its assent to any proposals of the Danish Government, and by abstaining from indicating what would be acceptable.

Nothing was therefore settled when *Frederik VII.* died in November, 1863. He was the last (save an aged childless uncle) of the direct male descendants of *Christian I.* in the eldest line, and as some doubts had been raised as to the law of succession in the different parts of the monarchy, an arrangement had been made as early as 1852, in anticipation of his death without children, whereby the succession to the whole of the Danish monarchy, including Holstein, had been transferred to Prince *Christian* of Glücksburg, belonging to one of the junior branches of the house of Oldenburg. This arrangement had been consented to by all concerned, and embodied in the Treaty of London of 1852, to which all the European Powers acceded, excepting the King of Bavaria and some minor German princes.

The Duke of Augustenborg, who had been so active in getting up the insurrection in Holstein, promised for himself and his family not to disturb this arrangement, nor allow any one else to do so; in consideration of which the Danish Government paid him a handsome indemnity for his estates in Schleswig which had been confiscated.

But as soon as *Frederik VII.* was dead, Prussia and Austria refused to acknowledge the succession of *Christian IX.* in conformity with the treaty, and the son of the Duke of Augustenborg came forward as a pretender with the sanction of his father, and eventually Prusssian and Austrian troops entered Holstein in the first days of 1864. The two German Powers demanded the instantaneous withdrawal of the so-called Constitution of November 18, 1863, the last attempt of the Danish Government to solve the difficulty which, but for the sudden death of *Frederik VII.*, might very likely have led to a satisfactory result. The Danish Government having ascertained that the concession of this demand

would be followed by fresh demands impossible to fulfil, and that the German Powers intended to force on a war *à tout prix*, refused, and then began the war of 1864.

The Danish army, inferior to its opponents in equipment, numbers, in short, everything except bravery, was stationed at the Danevirke, as a thousand years before in the war against Charlemagne; but the position was too extensive for its numbers, and when on the point of being outflanked, the Danish general retreated to the slightly fortified heights of *Dybböl* (German *Düppel*), opposite the island of Als, on the east coast of the duchy, thus leaving the country open to the enemy. The German armies laid regular siege with rifled cannon to the entrenchments at Düppel, which were not calculated to withstand operations of that kind. After two months' seige, they were taken by assault by the Prussians, just as the Danish commander was going to retire to Als and give up a position which had become untenable.

An armistice and an European conference in London followed, but the German Powers, well knowing that no other state was willing to go to war for Denmark, refused to abate anything of their demands, namely, the unconditional surrender of Schleswig and Holstein (including the domain of Lauenburg). When hard pressed, they held out a possibility of leaving Denmark in possession of a strip of land in North Schleswig, but reserved to themselves to name their conditions; and as it was well known that these would be such as to render the acceptance of their offer useless, it came to nothing. At last it was proposed to leave the dispute to the decision of an arbiter, but this both refused: Denmark honestly and outright, well knowing that she would gain nothing by thus abandoning her rights; the Germans indirectly, in this form, that they accepted the proposal provided they were not to be bound by the award. Hostilities, which had ceased during the negotiations, recommenced; the Prussians succeeded in effecting a landing on Als, and at last Denmark was obliged to sue for peace.

After protracted negotiations, a peace was signed in Vienna, 20th August, 1864, whereby the King of Denmark ceded to Prussia and Austria the three duchies. If the Danes did not receive that material support during the war to which they had thought themselves entitled in the name, not only of treaties, but of common justice, and of the interest which all nations must have in preventing breaches of good faith and the establishment of government by the sword alone, they had the sympathy of the whole civilised world, and this showed itself in two ways. During the war, every kind of contribution for comfort and assistance for the wounded and fallen Danes and their relicts flowed in from all parts of the globe, not least from England, the two English relief committees alone forwarding more than 20,000*l.*; whilst after the war, a strong mark of sympathy was given by the Emperor of the French, who, when two years afterwards Prussia compelled Austria to cede her part in the conquered provinces, obtained a clause in the Peace of Prague, the celebrated Article V., to the effect that the Danish part of Schleswig should be restored to Denmark. As yet this has not been done; but no Dane seems to doubt that it will be done sooner or later; and the population of Schleswig, from the town of Flensburg, or rather from a line a little south of that town, to the northern frontier,

omit no opportunity, such as election of deputies to the Prussian Chambers or the North German Parliament, to manifest their stout adherence to the mother country, to protest against their separation from Denmark, and to call for the execution of Article V. in the Peace of Prague.

The present King of Denmark, *Christian IX.*, belongs to the Glücksburg branch of the house of Oldenburg, and descends from King Christian III. He succeeded to the crown of Denmark on the 15th of Nov., 1863, in virtue of the above-mentioned arrangement of 1852, on the extinction of the male line of the old royal branch of the house of Oldenburg, in the person of Frederik VII. King Christian IX. was born on the 8th of April, 1818; the Queen of Denmark, *Louisa*, daughter of the late Landgrave Wilhelm of Hesse, and niece of the Duchess of Cambridge, was born on the 7th Sept., 1817. Their children are: 1, *Frederik*, Crown Prince of Denmark, born 3rd June, 1843, married to Louisa, daughter of the late King Charles XV. of Sweden and Norway; 2, *Alexandra*, Princess of Wales, born 1st Dec., 1844; 3, George I., King of Greece, born 24th Dec., 1845, married to Olga, eldest daughter of Grand Duke Constantine of Russia; 4, *Dagmar* (Marie Feodorowna), married to the Czarevitch of Russia, born 26th Nov., 1847; 5, *Thyra*, born 27th Sept., 1853, and married to the Duke of Cumberland; 6, *Valdemar*, born 27th Oct., 1858.

11.—Statistics.

Constitution and Government.—Denmark is an hereditary constitutional monarchy, and the present constitution, settled on the 28th July, 1866, is very similar to the one granted by Frederik VII. in 1848–49. The powers of the parliament are essentially the same as those possessed by our own. The Rigsdag is a representative and legislative assembly, consisting of two Chambers or *Things*—the old appellation of such assemblies in the Scandinavian kingdoms and settlements, and still in use in the Isle of Man. (1) The Landsthing of 66 members, twelve of whom are nominated for life by the king, and the rest elected for eight years, seven by the city of Copenhagen, forty-five in the electoral districts, one for Bornholm, and one for the Faröe islands. (2) The Folkething, composed of about 102 members, or one representative for 16,000 inhabitants, elected for three years. The franchise very nearly approaches manhood suffrage, the districts being equally divided, and every individual of twenty-five years of age who is not a domestic servant, a bankrupt, convicted criminal, or lunatic, being a voter. There is perfect equality between the two houses, but the Folkething has the privilege of first discussing the Budget. The *Landsthing* is elected by an indirect method of facilitating the representation of minorities. Voters for members of the Landsthing must prove an annual income of 130*l.*

A Constitution was granted to Iceland in 1874, and its parliament meets biennially. It is represented by a Minister in the Danish Rigsdag or Diet.

There is a perfect freedom of the press, of association, and of worship, in Denmark.

Church and Education.—The Evangelical Lutheran is the State Church,

and the king must belong to it; but all religious communities have civilly equal rights. Only the offices of judges are now reserved for Christians, whereas Jews were formerly almost confined to the medical profession. There are very few Dissenters in Denmark (not one per cent. of the whole population), a circumstance which perhaps is caused by the more perfect blending together of the different classes of society. The means of education being abundant and cheap, it is not difficult, even to the poorest, to rise by talent and industry; and many members both of the clergy and of the different learned professions belong originally to the humbler classes of the people. The system of compulsory education has long been in force, and it is very rare to meet a person who cannot read and write. The "Latin schools," which prepare for the university, are also almost all public institutions, under direct Government control. As no profits are to be made by them, the school fees are very moderate, and in all of them there is a considerable number of free scholarships. The University of Copenhagen is wealthy, and more than 150 students receive free lodgings and other assistance while preparing for examinations. General education is consequently widely diffused in Denmark, and the Danish nation can boast a proportionately large number of prominent names in science and literature; while a striking proof of the high intellectual standard to which the country has attained is afforded by the liberality shown in providing the splendid, and in some respects unique, Museums of Copenhagen.

Trade and Industry.—Denmark is essentially an agricultural country, and corn, cattle, and dairy produce form the staple of exports, of which a large proportion is brought to Great Britain. The export of corn and barley and flour amounted to a value of 1,791,350*l.* in 1890. The British Admiralty obtains its principal supplies of pork for the fleet from Denmark. The exports of live animals amounted in 1890 to 1,785,000*l.*, including 22,500*l.* for horses. Danish horses, particularly the so-called Jutland breed, a strong much-enduring animal with arched neck, are much sought for on the Continent.

The Danish commercial fleet comprises 3326 vessels, with a tonnage of 270,515, and the quantity of goods exported or imported by sea from or to foreign places amounts to 1,500,000 tons, of which about one-half is carried by Danish vessels. Many vessels are employed in trading from port to port in foreign countries, and return but rarely to their home, as there are more ships owned in Denmark than the trade of the country itself requires.

The **manufactures** are not of general importance, and though some articles are of very good quality, they are mainly intended for home consumption. There are large breweries near Copenhagen.

The bulk of the population are agriculturists, and the greater part of the country belongs to freehold farmers possessing farms of from 20 to 120 acres. Formerly most of the farms, at least on the islands, were subjected to a peculiar kind of tenure called "Fæste," which secured all land subjected to it for the class of peasant farmers, as the law practically prevented its absorption into larger holdings. But this anomalous arrangement, which was originally designed to prevent the pauperisation of the yeomanry, but which is not now required for this purpose, and operates—as every kind of fixity of tenure must—prejudicially on the development of agriculture,

is in process of abolition, and thousands of these "Fæste" farms are being converted into freehold, a fair compensation being given to the landlords. Great efforts are being made to become independent of manual labour, and large importations of mowing, reaping, thrashing, and other agricultural machinery, have of late years been made from England and America.

In Danish home-politics the land question plays a prominent part, and the class of freehold farmers form the strongest political party. It is worthy of notice that in Denmark the agricultural population forms the democracy, whilst the towns, contrary to what is usually the case, form the conservative element.

Army and Navy.—The Danish army is based on conscription. Liability to service commences at twenty-two, and the conscript serves eight years in the Line and the Reserve, and then belongs to the 2nd Reserve up to thirty-eight. The military and naval organisation is of course only calculated to serve defensive purposes, and every effort is made, that the finances will allow, for attaining the greatest efficiency. The war footing for the army is 50,522, and of the army of reserve 12,993. The navy includes 37 steam-vessels, mounting 227 guns. The public debt amounted in 1889 to 10,574,000*l.*, and the public revenue to 3,104,468*l.*, or very nearly the same as before the late war and the loss of the three duchies, thanks to the increased prosperity of the country; and though unsuccessful in that struggle which, as Denmark was left to herself, could have but one result, the Danish people still hold their place honourably amongst the nations of Europe. There is also a Reserve Fund of 4,550,320*l.*

12.—Books.

The following is a list of books most likely to be found useful as well as interesting:—

Beamish. Discovery of America by the Northmen, in the 10th century. 1 vol. 8vo. 1841.

Bremner. Excursions in Denmark, Norway, and Sweden. 2 vols. 8vo. 1840.

Clarke, Dr. Travels in various Countries in Europe, &c., &c. Part 3rd. Scandinavia. 2 vols. 4to. 1819 and 1823.

Coxe. Travels in Poland, Russia, Sweden, and Denmark. 5 vols. 8vo. 5th edition. 1802.

Dunham. History of Denmark, Sweden, and Norway (Part of Dr. Lardner's Cabinet Cyclopædia). 3 vols. 12mo. 1839.

Elliott. Letters from the North of Europe, or a Journal of Travels in Holland, Denmark, Norway, Sweden, &c. 1 vol. 8vo. 1832.

Laing. Denmark and the Duchies. London. 1852.

Letters from the Shores of the Baltic. 1 vol. 12mo. 1845.

Marryat. Jutland and the Danish Isles. 2 vols. 1860.

Stephens, G. Old Northern Runic Monuments. Copenhagen. 1867.

Worsaae, J. J. A. The Antiquities of South Jutland, in the Archæological Journal. 1866.

Statistisk-topographisk. Beskrivesse af Kongeriget Danmark. Ved J. P. Trap. 6 vols. Copenhagen. 1879. Containing capital maps, plans, and pictures.

For Books on *Iceland*, see page 101.

§ 13.—Skeleton Tours.

Southern Denmark only.—3 weeks in Aug. or Sept. London to Hamburg. Hamburg to Rendsburg, Schleswig, and Flensburg. 3 days to be spent in Flensburg for visiting Sonderburg, Glücksburg, Dybböl, &c. Flensburg by way of Kolding and Fredericia to Odense. 3 days in Odense to visit places in Fyen. Odense to Copenhagen by Sorö, Ringsted, and Roskilde, Helsingör, Frederiksborg, and North Zealand; the environs of Copenhagen and Möen. Return to England by way of Korsör, Kiel, and Hamburg.

Month's Tour from Copenhagen and back.

1. Roskilde and Ringsted.
2. Sorö.
3. Vejle.
4, 5, 6. Silkeborg and Excursions.
7. Aarhus.
8. Viborg.
9. Randers.
10. Mariager, Hobro, Aalborg.
11. Skagen.
12. Excursions, and back to Aalborg.
13. Steamer to Thisted.
14. Lemvig.
15. Bovbjærg and Ringkjöbing.
16. Esbjærg.
17. Fanö.
18. Kolding.
19. Excursions from Kolding.
20. Middelfart and Odense.
21, 22. Svendborg.
23. Faaborg by carriage, and back to Svendborg.
24. Rudkjöbing, Nakskov, and Maribo.
25. Stege.
26. Excursions in Möen.
27. Nestved and Kjöge.
28. Stevns Klint.
29. Haarlev and Excursions.
30. Copenhagen.

§ 14.—Every-day Sentences for Common Use.

Good morning!	*God Morgen!*
How do you do?	*Hvor staar det til?*
Very well, I thank you.	*Jeg takker, meget vel.*
Be so good† as to take a seat.	*Vær saa god at tage Plads* or *at sidde ned.*
Sit down for a moment.	*Sid ned et Öieblik.*
Where are you going?	*Hvor skal De‡ hen?*
Show me the way.	*Vis mig Veien.*
Which is the way?	*Hvilken er Veien?*
But when shall we see each other again?	*Men naar ses vi nu igien?*
Shall we then meet to-night?	*Ses vi saa i Aften?*
In the evening I shall be at home.	*Om Aftenen er jeg hjemme.*
At what hour?	*Hvad Tid?*
What is that, in Danish?	*Hvad kalder man det, paa Dansk?*
What was that you said?	*Hvad var det, De sagte?*
May I ask you to...?	*Maa jeg bede Dem at . . .?*
May I trouble you to...?	*Maa jeg ulejige Dem at . . .?*
That is quite true.	*Det er ganske sandt.*
All right.	*Ganske rigtigt.*
Excuse me; but you are mistaken.	*De maa undskylde mig; men De tager Feil.*

† All requests should be commenced with the three words, *Vær saa god.*
‡ Pronounced *Dee*, as in English.

Precisely.	*Netop.*
Please correct me, when I make mistakes.	*Vil De være saa god at rette mig, naar jeg begaar Feil.*
About six or seven o'clock.	*Omtrent Klokken sex eller syv.*
Shall I expect you then?	*Maa jeg da vente Dem?*
Good-day.	*God Dag.*
Good-bye!	*Farvel! Adieu! Adje!*
Good evening.	*God Aften.*
I beg pardon.	*Jeg beder om Forladelse.*
I don't know.	*Jeg ved ikke.*
I am very happy to see you.	*Det fornöjer mig meget at se Dem.*
I am much obliged to you.	*Jeg er Dem meget forbunden.*
I come from . . .	*Jeg kommer fra . . .*
I am travelling to . . .	*Jeg reiser til . . .*
Many thanks.	*Mange Tak.*
Thank you (literally, thanks shall you have).	*Tak skal De have.*
Come here.	*Kom hid.*
Wait a little.	*Bie gran,* or *Ventet lille.*
Do you speak Danish—English?	*Taler De Dansk—Engelsk?*
I cannot speak Danish.	*Jeg kan ikke tale Dansk.*
You must speak slowly.	*De maa tale langsomt.*
Do you understand me?	*Forstaar De mig?*
Yes, I understand you very well.	*Ja, jeg forstaar Dem meget vel.*
I cannot understand you.	*Jeg kan ikke forstaa Dem.*
What o'clock is it?	*Hvor mange er Klokken nu?*
It is two o'clock.	*Klokken er to.*
It is half-past one.	*Den er halv to.*
How much must I pay for each horse?	*Hvor meget maa jeg betale for hver Hest?*
How much must I give the postillion?	*Hvor meget maa jeg betale til Kudsken?*
I want a saddle-horse.	*Jeg önsker Hest med Sadel.*
I shall perform the journey on horseback.	*Jeg vil gjöre Reisen tilhest.*
I have but little luggage.	*Jeg har kun ubetydeligt Töi.*
I want a cart for luggage.	*Jeg behöver en Kjærre for mit Töi.*
Where do we change horses?	*Hvor skifter man Heste?*
Where are the horses?	*Hvor ere Hestene?*
The horses were ordered for one o'clock.	*Hestene vare bestilte til klokken et.*
Put grease on the wheels.	*Smöre Hiulene.*
Is there a ferry?	*Er der nogen Færge?*
Put me over the river.	*Sæt mig over Elven.*
How much must we pay for the passage?	*Hvor meget maa man betale for Overfarten?*
How much does a place in the vessel cost?	*Hvor meget koster en Plads paa Skibet?*
I wish to go to . . . in the steamer.	*Jeg önsker at gaa til . . . med Dampskibet.*
When does the steamer go?	*Hvad Tid gaar Dampskibet?*
Can I have this berth?	*Kan jeg faa denne Köie?*
Is there no room?	*Findes ingen Plads?*
Is there no boat here?	*Findes ingen Baad her?*
Can you procure me a boat with a couple of rowers?	*Kan man skaffe mig en Baad et Par Roerkarle?*

Go ashore.	*Gaa til Land.*
Let the boat drop down.	*Lade Baaden slippe ned.*
Can I get a horse directly?	*Kan jeg faa en Hest strax?*
Is this the road to . . . ?	*Er dette Veien til . . . ?*
Can I sleep here to-night?	*Kan jeg ligge her inat?*
Can I have a bed here?	*Kan jeg faa Seng her?*
Can I see my bed?	*Kan jeg faa se min Seng?*
Can I get anything to eat?	*Kan jeg faa noget at spise?*
What kind of meat is there?	*Hvad Slags Kjöd er der?*
Some roast (boiled) chicken—bacon—roast beef — beefsteak — mutton (lamb) chops—veal-cutlets.	*Nogle stegt (kogt) Kylling—Flesk—Oxesteg — Bœuf — Faare (Lamme) coteletter—Kalve-coteletter.*
What can you give us for supper?	*Hvad kan De give os til Aftens?*
Give us whatever you have.	*Giv os hvad De har.*
How long before it will be ready?	*Naar kan den blive færdig?*
I am hungry : I am thirsty.	*Jeg er sulten : jeg er törstig.*
Give me something to eat and drink.	*Giv mig noget at spise og drikke.*
What do you like to have?	*Hvad behager De?*
Fetch me some wine, bread, and cheese (English, Swiss, Dutch).	*Hent mig Vin, Bröd og Ost (engelsk, sveitser, hollandsk).*
Have you any white-bread?	*Hav De Hvede-brod?*
Give me a plate, please—a glass—wine-glass—tumbler.	*Vær saa god at give mig en Tallerken et Glas—Vinglas—Ölglas.*
Let me have a cup of coffee—a basin of milk.	*Lade mig faa en Kop Kaffe—en Bolle Melk.*
It is a quarter to three.	*Den er tre kvarteer til tre.*
Is it possible?	*Er det muligt?*
What is that called?	*Hvad kaldes dette?*
How far is it to . . . ?	*Hvor langt er det til . . . ?*
How many miles is it from here to . . . ?	*Hvor mange Mile er det herfra til . . . ?*
Is the road good?	*Er Veien god?*
Did you ever travel this road before?	*Har De reist denne Vei för?*
Are there any good inns upon the road?	*Findes gode Gjæstgiversteder paa Veien?*
Is the road safe?	*Er Veien sikker?*
Drive faster—slower.	*Kjör hurtigere—sagtere.*
How far is it to . . ?	*Hvor langt er det til . . . ?*
To the right—To the left.	*Til Höire—Til Venstre.*
How many horses can I have?	*Hvor mange Heste kan jeg haver da?*
How long must we wait?	*Hvor længe skal vi vente för der komme?*
What conveyance can I have to . . . ?	*Hvad Slags Befordring kan jeg faa til . . . ?*
When can we have tea?	*Hvor snart kan vi faa Te?*
We shall want breakfast punctually at . . .	*Vi maa have Frokost bestemt Klokken . . .*
What do you say?	*Hvad siger De?*
Who is there?	*Hvem er der?*
Come in.	*Kom ind.*
What do you want?	*Hvad önsker De?*
Stand still.	*Staa stille.*
Go away.	*Gaa bort.*
Don't touch.	*Rör ikke.*
Let go.	*Lad gaa.*
I shall walk.	*Jeg skal spadsere.*

Are you ready?	*Er De færdig?*
Are our rooms ready?	*Ere vore Værelser istand?*
Is my bed made?	*Er min Seng redet?*
Bring me a washhand basin.	*Bring mig et Vadskefad.*
Bring me a towel.	*Bring mig et Haandklæde.*
Bring me hot water.	*Bring mig hed Vand.*
Send the dirty clothes to the washer-woman.	*Send det smudsede Töi til Vaskekonen.*
Wake me to-morrow early.	*Væk mig imorgen tidlig.*
Wake me at . . . o'clock.	*Væk mig imorgen Klokken . . .*
Bring me a candle.	*Skaffe mig et Lys.*
How far is the church?	*Hvor langt er det til Kirken?*
What time does the service begin?	*Hvad Tid begynder Gudstjenesten?*
Where is the clergyman's house?	*Hvor langt er det til Præstegaarden?*
I should like to dine at six—half past five—seven—a quarter to seven—a quarter past eight o'clock—in a quarter of an hour—in half an hour—in three-quarters of an hour.	*Jeg vil gjerne spise til Middag Klokken sex—halv sex—syv—tre Kvarteer paa syv—et kvarteer over otte—om et kvarteer—em en halv Time—om tre kvarteer.*
Can we have some (soft-boiled) eggs?	*Kan vi faa nogle (blöd-kogte) Æg?*
Bring me a bottle of beer.	*Bring mig et Flask Öl.*
Have you any beer?	*Har De Öl?*
Bring me a glass of brandy (hot brandy-and-water).	*Lad mig faa et glas cognac (Toddy).*
Shut the door, window.	*Luk Dören, Vinduet.*
Light a fire in the stove.	*Gjör Ild i Ovnen,* or *Læg noget Ovnen.*
Not too much.	*Ikke formeget.*
Bring me a tub with some cold water.	*Bring mig et Vandkar med koldt Vand.*
I wish to breakfast.	*Jeg önsker at spise Frokost.*
Give me some dinner—supper.	*Giv mir Middags Mad—Aftens Mad.*
Where does the doctor live?	*Hvor boer Lægen?*
Dry my clothes.	*Tör mine Klæder.*
Clean my boots.	*Börst mine Stövler.*
Bring me my shoes.	*Bring mig mine Skoe.*
How much do we owe you?	*Hvor meget ere vi Dem skyldige?*
What does this cost?	*Hvad koster det?*
It is very dear?	*Det er meget dyrt?*
Put the horse to.	*Spænde for.*
It is far too much.	*Det er alt formeget.*
Give me the bill?	*Giv mig Regningen?*
What have we to pay?	*Hvad har vi at betale?*
The bill is reasonable.	*Regningen er gankse billig.*
Here is your money.	*Her ere Pengene.*
The bill is too much.	*Regningen er for höi.*
I will not pay more than 4 crowns.	*Jeg vil ikke betale mere end fire Kroner.*

As a practical introduction to the study of Danish there is no book so useful as the Rev. J. Y. Sargent's 'Grammar of the Dano-Norwegian Language' †—written specially for travellers in Norway, but almost equally serviceable in Denmark.

† Clarendon Press, Oxford, 1892. Price 7*s.* 6*d.*

HANDBOOK

FOR

TRAVELLERS IN DENMARK,

WITH SCHLESWIG AND HOLSTEIN.

PART I.

FROM ENGLAND OR GERMANY TO COPENHAGEN.

*** The names of places are printed in **black** only in those Routes where the *places* are described.

LIST OF ROUTES.

ROUTE	PAGE
1. London to **Hamburg**, by Steamer direct, or by Rail and Steamer	1
2. London to Copenhagen, by Harwich and Esbjærg. Rail and Steamer	4
3. Hamburg to Copenhagen, by Neumünster and **Kiel**. Rail and Steamer	5
4. Hamburg to Copenhagen, by **Lübeck**. Rail and Steamer	7
5. Rostock to Copenhagen. Steamer and Rail . . .	10
6. Stralsund to Copenhagen, by Malmö. Steamer . . .	10
7. Stettin to Copenhagen. Steamer	11

ROUTES.

N.B.—The N. German Railways are regulated by *Mittel-Europæischer Zeit*, which is 22 min. faster than Berlin time.

ROUTE 1.

LONDON TO HAMBURG, BY STEAMER DIRECT, OR BY RAIL AND STEAMER.

DIRECT communication by steam is established in the summer months between various ports on the East Coast of Great Britain and Copenhagen, or other Danish ports. But as these boats are mostly calculated for goods traffic, the accommodation of passengers is not very good, and they cannot be recommended to persons who travel for pleasure, except on the score of cheapness. The steamers from London to St. Petersburg,✡† on the contrary, are very good and comfortable vessels, and, as they stop at Copenhagen, they afford to lovers of a sea passage a direct and easy route.

† This mark ✡ indicates that practical information about Hotels, &c., will be found in the Index and Directory.

But by far the majority of travellers enter Denmark from the South, by Hamburg or Lübeck. The steamers from London to Hamburg are tolerably good vessels, and as they keep close to the coast, the passage is often very pleasant in summer, and always preferable to that round the Skaw. The quickest modes of reaching Copenhagen from London are, however, by land, *viâ* Calais or Flushing, or from Hamburg by the route of Kiel and Korsör, crossing the Baltic between these two places by night (Rte. 3), or by Rendsburg and Flensburg to Korsör, either by steamer between the last two places, or by rail *viâ* Fredericia and the island of Fyen (Rte. 17). In summer the distance between London and Copenhagen may be accomplished in 36 hours *viâ* Calais or Flushing, Hamburg, Kiel, and Korsör, and by any of the other routes in about 60 hours.

In point of actual distance, the most direct way from London to Copenhagen (almost a straight line), is *viâ* Harwich and Esbjærg (Rte. 2).

The principal land routes are:—

London to Queenborough by train; thence steamer to Flushing; and train by Breda, Boxtel, Wesel, and Bremen to Hamburg—about 24 hrs. Fare, 4*l.* 7*s.* and 3*l.* 3*s.*

London to Harwich by train; thence steamer to Rotterdam; and train by Emmerich, Wesel, and Bremen to Hamburg—about 25 hrs. Fare, 3*l.* 9*s.* and 2*l.* 8*s.*

London to Dover; whence steamer to Calais or Ostend, and train by Oberhausen and Bremen to Hamburg—about 23 hrs. Fare by Calais, 5*l.* 9*s.* and 4*l.*; by Ostend, 4*l.* 17*s.* 6*d.* and 3*l.* 12*s.*

For fuller details as to the land routes the traveller is referred to the *Handbook for North Germany.*

The following are the principal routes from England to Hamburg by sea:—

London to Hamburg direct (Kirsten's line) thrice weekly. Fare, 1st cl., 30*s.*; 2nd cl., 20*s.*

London to Hamburg, by Southampton (Hamburg-American Packet Co.), every Thurs., in 27 hrs.

London (Tilbury) to Hamburg direct (Perlbach and Co.), Mon., Wed., and Sat. Fare, 1st cl., 30*s.*; return (two months), 45*s.*

London to Hamburg, by Harwich (Gen. Steam Nav. Co.). From Liverpool St. Stat. at 8 P.M. every Tues., Thurs., and Sat. Fare, 1st cl., 1*l.* 17*s.* 6*d.*; 2nd cl., 1*l.* 5*s.* 9*d.* Return (two months), 2*l.* 16*s.* 3*d.* and 1*l.* 18*s.* 9*d.*

Hull to Hamburg (Wilson line), four times a week.

Hull to Hamburg (Bailey and Leetham line), every Wed. and Sat. Fare, 30*s.* and 20*s.* Return, 45*s.* and 30*s.*

Grimsby to Hamburg, daily except Sun., 6 P.M. Fare, 30*s.* and 10*s.* Return (3 months), 45*s.* and 20*s.*

Edinburgh to Hamburg (Leith, Hull, and Hamburg Co.), Tues. and Sat. Fare, 1st cl., 50*s.*; 2nd cl., 25*s.*

West Hartlepool to Hamburg, every Wed. and Sat. Fare, 30*s.*; return, 45*s.*

Distance from London to Hamburg, 420 m.

In the voyage from London direct the greater part of the first day is consumed in descending the Thames, and when the steamer is clear of the Goodwin Sands it is generally dark. The course lies across the North Sea towards the coast of Holland, which is followed at no great distance, unless the wind is N. or N.W. and tolerably strong. When passengers come on deck next morning the German coast, or rather some of the islands which gird that coast, can usually be seen in the distance, while in the middle of the day the island of

HELIGOLAND ✡ (see *Handbook for North Germany*) appears to the l., and late in the afternoon the steamer enters the Elbe. Heligoland (2000) was taken by the English in 1807, but ceded to Germany in 1890. It is much frequented in summer for sea-

bathing, and has important lobster fisheries. Steamer daily to *Cuxhaven* in 3 hrs.; four times a week to *Hamburg* in 6 hrs. The coasts at the mouth of the Elbe are flat and marshy, protected against the sea by dykes of considerable strength. To the rt. on entering the river is

Cuxhaven (4500), ✡ a small harbour belonging to the city of Hamburg, and serving as a pilot station; in the summer also frequented for sea-bathing. The Castle, seen from the river, is an interesting structure of the 14th cent. In the winter, when the Elbe is frozen, passengers must disembark here, and proceed to Hamburg by train, passing *Stade* (10,000), an old-fashioned fortress, where formerly the Stade dues were paid by vessels passing up the river. About 30 m. beyond Cuxhaven is the former fortress of

Glückstadt (5700), ✡ in Holstein, on the rt. bank (Rte. 9), a dull town, whose fortifications were dismantled in 1815. It lies still in the marshland, but beyond it are wooded slopes with numerous villas and well-kept gardens and parks. The steamer passes Altona, and lets go her anchor, unless the tide is high enough to allow her to lie alongside the quay at

HAMBURG ✡ (306,000; including Altona and suburbs, 511,000). This city is one of the greatest commercial centres of the world. Originally founded by Charlemagne, it was subject to the Dukes of Holstein, but soon became a free city, and founded with Lübeck the Hanseatic League. Hamburg has remained a free republic, though of course its present position as a member of the North German Empire renders it dependent on this political body. Since the great fire in 1842, the whole northern part has been rebuilt, and the part round the Alster basin is equal in beauty to many of the finest cities of Europe. The river Alster traverses the city in several arms, widening at its entrance into the **Binnenalster,** a square basin surrounded by good buildings on three sides—Alsterdamm, E., Jungfernstieg, S., and Neue Jungfernstieg, W. The town was formerly fortified with ramparts and moats; but these are now converted into very pretty promenades, one of which forms the N. side of the Binnenalster, and is traversed by the local Rly. (*Verbindungsbahn*). Beyond this narrow strip of garden opens the larger basin of the *Aussenalster*, bordered with Bathing Establishments and pretty Villas. E. of these basins lies the modern suburb of *St. Georg*, and S.W. of the city that of *St. Pauli*, chiefly frequented by sailors. It is well worth a visit for its characteristic scenes, especially on Sunday. Here rises the *Stintfang* or **Elbhöhe,** from which the *view across the river is very interesting. In the Neue Pferde Markt, ½ m. N.N.W., is Hagenbeck's large Collection of Animals on sale, including wild beasts from Africa (Adm., 50 pf.).

The **Harbour** S. of the town, with a quay frontage of 5 m., is crowded with craft from every part of the world. Large Atlantic steamers lie chiefly in the ***Sandthor-Haven,** a fine oblong basin, nearly ¾ m. long.

In the S.W. quarter of the town, on the tramway line to St. Pauli, stands the large **St. Michælis-Kirche** (1750–62), with a spire 430 ft. high, commanding an admirable view (Adm 1 m. 20 pf.). Further E., in the very centre of the city, is the ***Exchange** (*Börse*), a handsome building, well worth a visit during the hours of business (1–3 P.M.; adm. 30 pf.). On the first floor is an excellent Reading Room, to which strangers may be introduced by a member. There is also a Library of 5000 vols.

S. of the Exchange rises the lofty spire of the ***Nicolai-Kirche** (473 ft.), surpassed in height only by the steeples of Ulm and Cologne. The Church was rebuilt in brick and stone after a fire in 1842 by Sir Gilbert Scott, and finished in 1863 at a cost of 175,000*l.* It is in the Gothic style of the 13th cent., and contains some good sculpture

by modern artists. (Open daily from 12.30 to 2.30.)

About ¼ m. N.E. stands the **Johanneum,** containing a good PUBLIC LIBRARY (daily 10 to 4), and a MUSEUM OF ANTIQUITIES (Sun. 12 to 2). Close by is the **Petri-Kirche,** also destroyed in the fire of 1842, and rebuilt in Middle Pointed style. Within are some few relics of the original structure.

Near the N.E. corner of the Binnen-Alster stands the ***Kunst-halle** (daily, except Mon., 10 to 5; in winter 10 to 4). On the ground-floor are Casts and Engravings. The PICTURE GALLERY, on the second and third floors, contains works by *Jordaens*, *Ruysdael*, *A. van de Velde*, *A. van Ostade*, and *Teniers*, besides a large number of tolerable modern paintings. The *Schwabe Collection* is remarkable for its numerous pictures by English artists, including examples of *Hook*, *Leslie*, *Turner*, *Landseer*, *Millais*, and *Leighton*.

Following the pleasant **Anlagen,** or Public Promenade, towards the S.E., we soon pass on the rt. the **Natural History Museum** (daily 11 to 2), with an extensive collection of Shells. Opposite, on the other side of the Rly., is the **Industrial Art Museum** (daily, except Mon., 10 to 5; in winter 10 to 4), comprising various miscellaneous collections of considerable interest.

N.W. of the Kunst-halle the Anlagen may be followed across the narrow strip of Garden which divides the Binnen-Alster from the Aussen-Alster to the *Dammthor*, where is a station of the 'Verbindungsbahn,' or connecting Rly. between Hamburg and Altona. Beyond it is a well-kept *Botanical Garden*, and further on the popular ***Zoological Garden** (1 fr.), containing a large assortment of animals and an *Aquarium*.

Altŏna, ✡ originally a fishing village called Altenau, from a small river (Au) which here finds its way to the Elbe, separating it from the suburb of St. Pauli, received privileges as a market-town and other advantages in the 17th cent. from the Danish kings, who hoped thus to draw a part of the rich trade of Hamburg to their territory. The Hamburgers evidently thought that the scheme was likely to succeed, for they nicknamed it "All-zu-nah" (All too near), and this nickname is now the acknowledged name of the city, which has 124,000 Inhab., and is a free port, but contains little to interest the traveller. The *Johanniskirche*, a Gothic Church completed in 1883, is a good specimen of modern brickwork.

EXCURSIONS.—The neighbourhood of the two cities is pretty, particularly along the shores of the Elbe, and very pleasant drives may be made towards the E. to (3 m.) *Wandsbeck*, with a royal palace and a park, or W. to (3 m.) *Ottensen*, *Nienstedten*, ✡ and (8 m.) *Blankenese*, ✡ villages on the Elbe with handsome villas and gardens, particularly those of two merchant-kings, Mr. Jenisch of Hamburg and Mr. Baur of Altona, which are open to the public. There is a pretty view across the river from the *Sülberg* (250 ft.), a hill with a restaurant at Blankenese. All these places may be reached by Rly., but the pleasantest way of visiting Blankenese is to take the steamer, and walk back to (8 m.) Hamburg, along the bank of the river. A carriage may also be hired at Blankenese.

ROUTE 2.

LONDON TO COPENHAGEN, BY HARWICH AND ESBJÆRG. RAIL AND STEAMER.

The United Steamboat Co. of Copenhagen run steamers every Mon., Thurs., and Sat., from Parkeston Quay, Harwich, about noon, in connection with a train which leaves Liverpool St. Stat. at 9.3 A.M. In the reverse direction, the steamer leaves

Esbjærg on Tues., Thurs., and Sat., according to the state of the tide, after the arrival of the express from Copenhagen. The sea passage occupies about 30 hrs.

Esbjærg (5200), ✡ a mere fishing village down to 1868, has become a place of some importance owing to its situation on the W. coast of Denmark, in an almost direct line between London and Copenhagen, and sheltered from S.W. winds by the little island of Fanö, from which it is separated by a strait only between two and three miles in width. The *Harbour*, begun in 1868 and finished in 1888, at a cost of 140,000*l.*, ranks as the fourth in the kingdom, offering greater facilities for shipping than any other except those of Copenhagen, Aarhus, and Aalborg. [Steamer S.W. to *Nordby* (Rte. 14).]

Rly. N. to *Skjern* (Rte. 14). The line towards Copenhagen runs due E. to

11 m. **Bramminge**. Rly. S. to *Ribe* (Rte. 9). Thence through a flat and monotonous country to

35 m. **Lunderskov**. Rly. S. to *Flensburg* (Rte. 8). Thence a little N. of E. to

43 m. **Kolding** (Rte. 8). Here the *Little Belt* comes into view on the rt., and the scenery improves.

56 m. **Fredericia.** ✡ For the remainder of the journey by steam ferry and rail hence to

295 m. **Copenhagen**, see Rte. 17.

ROUTE 3.

HAMBURG TO COPENHAGEN, BY KIEL.

Miles.	Stations.	Routes.
	Hamburg . .	2, 4
4	**Altona**	
14	**Pinneberg**	
23	**Elmshorn** . .	8, 9
37	**Wrist** *b*† . . .	8
51	**Neumünster** . .	8
	16 **Ascheberg** .	4
59	**Bordesholm**	
71	**Kiel**	

Travellers from England by either of the land routes (Rte. 2) arrive in Hamburg at the *Pariser Bahnhof*, which is about ½ m. from the *Klosterthor* Stat. on the *Verbindungsbahn*, whence the trains start for Kiel *viâ* Altona. The most convenient Stat. for persons starting from any hotel in Hamburg is the *Dammthor*, 3 m. from Altona. Cab to the Stat. at Altona, 1½ marks; heavy luggage, 30 pf. each article. Luggage booked through is conveyed by the company, but passengers have to find their own way from station to station. On the return from Denmark luggage entering Germany is examined at the Pariser Bahnhof.

Altona being a free port, luggage is examined at the station, unless it be booked to Copenhagen or any place in Denmark.

4 m. **Altona** (Rte. 1). Here the train waits ¼ hr., and returns from the Stat. for some little distance towards Hamburg, turning afterwards N.W. to

14 m. **Pinneberg**, ✡ a pretty village with woods and water, a favourite summer resort of the Altona burghers.

23 m. **Elmshorn** (8800), ✡ a busy town on the *Krückaue*. Rly. W. to *Glückstadt* on the Elbe (Rte. 9). The train now turns N.E. to

† At places marked thus, with the letter *b*, there is a *Buffet* at the Rly. Stat.

37 m. **Wrist.** [Rly. W. to *Itzehoe.*]

51 m. **Neumünster** (14,000), ✡ with considerable cloth manufactures, which, however, have suffered severely by the separation of the duchy from Denmark. It is an important railway junction. Rly. E. to *Ascheberg;* S.E. to *Oldesloe* (Rte. 4); N. to *Rendsburg* for Schleswig and Jutland (Rte. 8).

Our line is continued N. through the poorest part of the duchy, which so recently as 1840 consisted mostly of moors and bogs. Now, however, large tracts are cultivated.

59 m. **Bordesholm,** on a small lake. In the Abbey Church are monuments to Frederick I. of Denmark (1533) and his queen. Nearer to Kiel, the *Eider* valley presents pretty lakes with wooded slopes. The river flows N. to within a couple of miles of the Baltic, when it suddenly turns W., and ultimately, after traversing the whole peninsula, falls into the North Sea.

71 m. **KIEL** (54,000). ✡

Passengers for Copenhagen should hasten to the Quay, 100 yds. distant, and secure berths in the steamer. An omnibus or porter will follow with their luggage.

Kiel, the chief naval arsenal of the German Empire, is situated at the head of the Bay or Fjord of Kiel, on the best and safest anchorage and winter harbour on the whole southern coast of the Baltic. The depth of water suffices for the largest men-of-war, and is continued until quite close to the shore. It is an ancient city, but was never wealthy, or in possession of much commerce, until it became, within the last few years, the shipping centre of a flourishing trade between Germany and Denmark. Since the absorption of Holstein in the Prussian state, Kiel has been converted into a naval station, and the Government has expended large sums of money in the construction of docks, quays, and fortifications.

The town is rendered lively and prosperous by the large garrison, and possesses a *University,* founded in 1665, with about 500 students.

Opposite the Stat. is the **Thaulow Museum,** containing a very interesting collection of carvings and other objects of art chiefly produced in Schleswig. Open daily (50 c.). In the centre of the town stands the **Nicolaikirche** (1241), lately restored. Further N.E. rises the **Schloss,** formerly the Ducal Palace, now the residence of Prince Henry of Prussia. It contains also a *Museum of Casts.* In the Old University is a **Museum of Antiquities** (open daily to visitors), including several objects of prehistoric interest, removed hither from Flensburg. The *New University* has a Library and a Zoological Museum.

The situation of Kiel is exceedingly pretty, and a trip by steamer is much to be recommended. There are also charming drives and walks commanding the lovely scenery of the bay in every direction. *Düsternbrook* ✡ is 1 m. N. of the Stat. on the W. shore of the bay, situated in a fine beech-wood, with view over the sea.

2 m. further N. is *Holtenau,* where the Eider Canal, which here forms the frontier between Holstein and Schleswig, and connects the river Eider and thus the North Sea with the Baltic, opens into the bay. This canal was made by the Danish Government in the 18th cent., and is still of importance for the local traffic; but as the passage, owing to the tortuous course of the Eider, is often very tedious, and the depth sufficient only for moderate-sized ships, it has never supplied the want of a short cut through the peninsula to accommodate the great shipping traffic to and from the Baltic. A scheme is now on foot, under the auspices of the Prussian Government, for constructing a canal which should fulfil this condition between the mouth of the Elbe and the Baltic. From Holtenau there is a pretty walk along the canal W. to

2 m. *Knoop*, ✡ a manor with park.

2 m. N.E. of Holtenau is *Friedrichsort* (see below), whence steamers ply several times a day to Kiel.

On the E. side of the harbour is the *Wilhelminenhöhe* ✡ (fine view), and further on, about a mile from the Stat., the large **Docks** of the German Navy (Adm. at 9 or 3, 50 pf.; apply for card at the office of the director). On the other side of the docks is the fishing village of *Ellerbek*, ✡ where sprats are largely caught and smoked. 1 m. further is *Neumühlen*, ✡ with a huge mill and extensive shipbuilding-yards. The steamer goes on to *Möltenort* and *Laboe* (see below).

Steamer to Korsör in 6 hrs. at 1.30 A.M. and 10.50 A.M. (fare 11 m. 20 pf., return ticket, 15 m. 20 pf.). The boats are very good and comfortable for their size, and there is an excellent Restaurant on board. The sleeping accommodation is fair.

The entrance of the harbour is commanded on the W. by the strong fortress of **Friedrichsort**, exclusively a military and naval station. On the E. side are the formidable batteries of *Möltenort* and *Laboe*. ✡ Other fortifications stud the shores of the bay seawards. Soon the Baltic is reached, the course kept by the steamer being nearly due N., and the coast of Germany disappearing. From Korsör the journey to Copenhagen is continued by exp. train in 2½ hrs. (fare, 1st class, 8 kr., 2nd, 6 kr.).

Twice a week (Tues. and Fri. at 6 P.M.) there are direct steamers from Kiel to Copenhagen, in 14 hrs. (fare, 11 m. 75 pf., return tickets, 18 m. 50 pf.), a pleasant sail in fine weather. Through tickets from Hamburg to Copenhagen by Kiel and Korsör, 1st cl., 30 m. 90 pf., 2nd cl., 25 m. 90 pf. Return, available for ten days, 44 m. 10 pf., and 37 m. 40 pf.

Rly. N.N.W. from Kiel to (49 m.) *Flensburg*, passing (16 m.) *Eckernförde* (Rte. 8).

ROUTE 4.

HAMBURG TO COPENHAGEN, BY LÜBECK.

Miles.	Stations.	Routes.
	Hamburg . . .	2, 3
13	**Ahrensburg**	
25	**Oldesloe**	
	18 **Segeberg**	
	28 **Neumünster** .	3, 8
35	**Niendorf**	
40	**Lübeck**	

The train starts from the *Lübecker Bahnhof*, at the E. end of the town, and runs N.E. to

25 m. **Oldesloe**, a pleasant little town with saline Baths. Rly. S. to *Büchen*, N.N.W. to *Neumünster*, passing **Segeberg**, where is a 12th cent. Church.

40 m. **Lübeck.** ✡ A full description of this remarkable old town is found in the *Handbook for North Germany*, but as it well deserves a day's exploration by travellers en route for Denmark, we shall briefly notice the principal objects of interest.

LÜBECK (56,000), the principal town of the Hanseatic League, has preserved the aspect and character of antiquity to a high degree. The gabled houses, the curious ancient gateways, the peculiar Gothic style of the churches and public buildings, which are all of red and black bricks, give it a very picturesque exterior; while the habits of the people, their extreme cleanliness, the arrangement of the houses, with large vestibules serving all manner of purposes, remind us more of Holland than of any other country. The ramparts are of modern origin, and now converted into pretty walks; the ancient walls are almost entirely destroyed, but the ***Holstenthor** by which the town is entered from the station, and the still more curious *Burgthor*, both of the 15th cent., are yet preserved. The churches are of considerable size, and have enormous

towers and spires; but the ground being rather unfavourable for such huge structures, these latter are considerably often out of the perpendicular.

Proceeding E. through the Holsten-Strasse we soon reach the Market-Place, in which stands the ***Rathhaus**, a very interesting Gothic structure of 1442, with Renaissance additions. The *Kriegsstube*, and other chambers within the building, are worth inspection (50 pf.). To the N. rises the Church of

***St. Mary** (open from 10 till 1; sacristan lives opposite, 8, Mengstrasse). This exceedingly lofty building (1276–1310) has a nave and choir 112 yds. long, and 127 ft. in height, and spires 344 ft. high.

To the l. of the S. door is a fine brass of 1518. Further W. the *Brief-Capelle, a groined Chapel where indulgences were once sold. It has a good altarpiece of 1518. The Font dates from 1337. Under the organ-gallery is a Chapel with a bronze screen and well-carved stalls; it contains on the l. an early painting of the Mass of St. Gregory; on the rt., St. Olaf. In a Chapel to the l. is a Dance of Death, painted in 1463, but transferred to canvas in 1701. The next Chapel has an Entombment by *Overbeck* (1845). In the Sacristy are some good carvings in gilded wood, chiefly Passion Scenes (early 15th cent.). Further on, against a pillar, hangs a beautiful winged picture of the *Nativity, Adoration, and Flight into Egypt, attributed to *Jan Mostaert* (1518). On the outside, Adam and Eve. Then follows an altarpiece with the Crucifixion and Death of the Virgin (1494). Behind the high altar is a remarkable Clock (1565), with an astronomical dial. When it strikes 12, the Emperor and seven Electors of the German Empire issue from a door, and pass in procession before the Saviour. To the rt. and l. are four Passion Scenes in stone relief (1498). In a Chapel E. of the Choir are three fine *stained glass windows (early 15th cent.), and the Entry of Christ into Jerusalem, by *Overbeck* (1824). The Trinity, with other subjects on the wings, was copied from Albert Dürer by *B. van Orley*. The beautiful restored *tabernacle at the high altar dates from 1479. There are some good paintings on the Choir Screen (1517).

Besides these works of art, the Church contains some admirable brasses, wood-carvings, and chapel-screens. There are three organs; the largest, at the W. end, stands in a rich late Gothic gallery.

S.W. of the market is the restored Church of **St. Peter** (sacristan, 29, Schmiede Strasse), with double aisles (early 14th cent.). It contains a fine *brass of 1356, another of the 15th cent., and some excellent wood-carvings.

Nearly ½ m. further S. is the ***Cathedral** (sacristan, 3, Hartengrube; usually in the Church from 9 to 11). It was founded in 1173; the nave and transepts were rebuilt in 1276; the remainder dates from 1335. The beautiful early 13th cent. *N. Porch has some delicate carvings, restored in 1887. The towers are 394 ft. high.

At the W. end is a font of 1455. Round the pulpit is a gracefully wrought railing of 1522. In the Choir is the *recumbent effigy in bronze of Bp. Bockholt (1341), the founder. There is a good brass of 1561 in the S. aisle; and in a Chapel on the N. side a fine 14th cent. Tomb. In another Chapel is a very remarkable *triptych by *Memling* (1491)—his reputed masterpiece, with more than 200 figures. In the centre, the Crucifixion; around it, various Passion Scenes; on the wings, SS. Blaise, John Bapt., Jerome, and Giles; at the back, the Annunciation in grisaille.

Close to the Cathedral, nearer the canal, are some remains of a 12th cent. Cloister and some other buildings of early date, now forming part of a *Museum*.

Following the quay for ¼ m., and then turning left, we reach the **Ægidien-kirche** (14th cent.), which contains an

elaborate organ-case and an old font. The Ægidienstrasse leads hence N.W. into the Königsstrasse, following which to the rt. for ¼ m. we pass on the rt. the *Church of **St. Catharine**, a lofty and elegant building of 14th cent. date. At the E. end is a fine *brass of 1474. The Church is now disused, and the Choir has been turned into a *Museum of Ecclesiastical Antiquities (Sun. 11 to 1; the door-keeper lives at No. 33, Breite Strasse). Here are many admirably carved altar-pieces, with other sculptures in wood and stone, some good choir-stalls, and a few paintings.

The Convent buildings to the S. contain a **Public Library** (daily 11 to 2), with upwards of 100,000 vols., and 800 MSS.

A little further N. is the **Jacobikirche**, which contains a fine 15th cent. *Altarpiece of the Crucifixion in relief, with the donor's family on the wings. Opposite the Church is the *Schiffergesellschaft*, an old guild house, and close by the House of the *Kaufleute-Companie*, with some admirable wood-carvings. E. of the Church is the *Hospital of the Holy Ghost*, with a fine Early Gothic Chapel.

A broad street leads hence N. in 5 min. to the ***Burgthor**, a lofty and well-preserved town gate of 1444.

Steamers to Copenhagen daily at 5.15 P.M., 154 m. in 14 hrs. Fare, 18 marks. Return, 27 marks. There are also steamers from Lübeck to Christiania, Stockholm, and St. Petersburg about twice weekly. The course of the river is very winding, and although deep enough for large vessels, it is very narrow. The steamboat cannot therefore proceed at full speed. The banks offer nothing of interest, but the spires of Lübeck are constantly showing themselves over the trees and houses, now in one, now in another direction, owing to the tortuous course of the river. At the mouth of the Trave, where is a sort of brackish lake called Pöllnitzer Wyck, lies

Travemünde, ✡ a sea-bathing place, which was the port of Lübeck before the deepening of the river. Steamer and Rly. several times daily to (13 m.) Lübeck. The Rly. passes (5 m.) *Waldhusen*, 1 m. from which is a large barrow called the *Hun's Grave*.

Shortly after passing the little town, the lighthouse is seen on the left, and now the steamer makes across the Baltic in a straight line N.E. for the Sound. To the left and right the coasts of Holstein and Mecklenburg, presenting wooded hills with large country houses, stretch away and disappear by degrees, showing after nightfall the lighthouses at *Burg* on the island of Femern to the left, and *Dagerort* in Mecklenburg to the right. In the early morning the steamer passes the island of *Möen*, with its white cliffs (Rte. 26), and then steers due N., entering the Sound, and leaving the south-eastern extremity of Sweden to the right. For a short while the sea is often a little rough here, owing to the narrowness of the strait through which the waters of the Baltic seek an outlet, but there is nothing to disturb tolerably good sailors. The headland on the coast of Zealand to the left is the

Stevns Klint (Rte. 26), and presents white cliffs with regular strata of black flint, but being without trees they are not so fine as the cliffs of Möen. On the top of the cliff, in dangerous proximity to the edge, stands *Höierup Church*, built in 1357 by a thankful mariner in memory of his escape from a watery grave.

Further on the steamer enters the **Drogden**, a rather narrow channel of deep water, through which almost all the ships which enter or leave the Baltic must pass. The distance between the low-lying island of Amager to the left and the Swedish coast is more than 20 miles; but there is a submarine chain of limestone rocks connecting the two coasts, forming in one place the island of *Saltholm*, which scarcely shows above the water's edge, and in other places

shallow banks separated by deep channels. Of these latter Drogden is the most favourable for navigation, and the ships crowd in here as closely as the vehicles on a much-frequented road; most of them anchor rather than enter this passage by night. Presently the numerous ships in the roadstead of Copenhagen, the forts defending the entrance to the harbour, and the towers and spires of the town are plainly distinguishable to the left, and rounding the island-battery of *Tre Kroner*, the steamer soon enters the harbour, and lands her passengers at the custom-house pier.

Copenhagen (Rte. 17).

ROUTE 5.

ROSTOCK TO COPENHAGEN.

The shortest way from Berlin to Copenhagen. Exp. from Berlin to (142 m.) *Warnemünde* in 4½ hrs.; steamer to *Gjedser* in 2¼ hrs.; train to *Copenhagen* in 4 hrs. Through ticket, 1st class, 40 marks; 2nd class, 31 marks. Return (10 days), 58 m. 40 pf. and 45 m. 50 pf. Rostock to Copenhagen, 21 and 17 marks. Copenhagen to Berlin, 35 kr. 50 ö., and 27 kr. 50 ö.; to Rostock, 18 kr. 40 ö. and 14 kr. 60 ö.

ROSTOCK (40,000), ✡ a town of the Hanseatic League, resembles Lübeck in its picturesque appearance and the mediæval character of its red brick buildings. It carries on a considerable trade in coal, grain, and timber, lying six miles from the Baltic on the *Warnow*. It was the birthplace of Blücher (1742–1819).

The **Marienkirche** (1398–1472), in Northern Gothic style, contains numerous monuments, and a remarkable brass font with reliefs of the 12th cent. Other Churches of interest are *St. Peter's*, with a lofty spire (430 ft.), *St. James'*, and *St. Nicholas'*; all of the 15th cent., restored.

In the Blücher Platz, W. of the Marienkirche, and near St. James', is a bronze Statue of Blücher. Facing it stands the handsome **University**, founded in 1419, rebuilt in 1870. It contains a Library of 150,000 vols. Kepler the astronomer was appointed professor here in 1629 by Wallenstein.

A **tower** near the S. wall of the town was erected in 1618 by Tycho Brahe as an observatory. The old ramparts have been laid out in agreeable Promenades.

Rly. to (8 m.) **Warnemünde**, ✡ a rising sea-port on the Baltic, and a popular resort for summer bathing. Steamer thence to **Gjedser**, on the island of *Falster* (Rte. 28). Rly. N. through a flat and unattractive country to (14 m.) *Nykjöbing* and (14 m.) *Orehoved*. Thence steamer in 20 min. to the small island of *Masnedö*, where the train is resumed, the Rly. passing over a fine bridge to

Masnedsund, a sea-port in S. Zealand. Thence by W. Zealand line direct to (59 m.) *Roskilde* (Rte. 25) and (20 m.) **Copenhagen** (Rte. 20).

ROUTE 6.

STRALSUND TO COPENHAGEN.

During the summer months a steamer runs daily between Stralsund and Malmö in 7½ hrs. (Fares, 18 and 13½ marks. Return tickets, available for the entire season, 30 and 22½ marks.) Another steamer plies between Malmö and Copenhagen in 1½ hr. (Fare, 1½ kr.)

Stralsund (28,000), ✡ an interesting town with lofty gabled houses, old towers, and churches, is built in the form of a triangle, each side of which

is washed by water, and connected with the mainland by a narrow dam or causeway. The tower of the large *Marienkirche* (1473), ¼ m. from the Stat., affords the best view of the peculiar situation of the town. ½ m. N. is the *Alte Markt*, in which stands the handsome *Rathhaus*, dating from the 13th cent., with restored 15th cent. front. On the upper floor is an important **Museum of Antiquities* (daily, May to Sept., 11–1). Close by to the E. rises the *Nicolaikirche*, a fine 14th cent. building, with carved wooden altarpiece, several monuments, and a good brass of 1357.

From the E. end the Jacobi Strasse leads S. to the *Jacobikirche*, with an elaborate W. tower, a carved altarpiece, and an old font.

Rügen, the largest of the German islands (46,000), lies immediately opposite to Stralsund, and is reached in 10 min. by ferry. See *Handbook for Northern Germany.*

Malmö (48,000), ✡ a busy port at the S. side of the *Lomma Bugt*, or Bay of Lomma, lies about 16 m. E. of Copenhagen. A few minutes S. of the landing-place and adjacent Rly. Stat. is the *Stor Torg* (Great Market), with its handsome **Town Hall* of 1546, restored in 1869. A little to the E. rises the fine Church of *St. Peter* (1319), also restored. Both these edifices are of brick. On the W. side of the town is the *Kung Oskars Park*, with pleasant Promenades; and beyond it the interesting *Malmöhus* (1537), a fortress in which Bothwell was imprisoned from 1573 to 1578. Steamer five times a day to *Copenhagen* (Rte. 20).

ROUTE 7.

STETTIN TO COPENHAGEN.

In June, July, and August, steamers run twice weekly between Stettin and Copenhagen in 15 hrs. Fares, 18 and 13½ marks. Return tickets, 30 and 18 marks. During the rest of the year, once weekly. Berlin is easily reached by good trains from (83 m.) Stettin.

STETTIN (100,000), ✡ on the *Oder*, is the capital of Pomerania, and a flourishing commercial port. Most of the public buildings are modern. There is a good view from the Kirch Platz, a planted square close to the Rly. Stat.

The Lindenstrasse leads hence N.N.E. to the handsome *Berliner Thor*, beyond which in the same direction is the *Königs Platz*, with a bronze copy of a STATUE of Frederick the Great, by *Schadow* (1793). E. of it is the *Königs Thor*. Passing the new Theatre on the left, and walking S.E., we soon reach the

Schloss (1503–77), formerly the Palace of the Dukes of Pomerania. The building has been much altered, and is now occupied by public offices. There is also a small Collection of local antiquities, and a fine view from the tower. In the *Schloss Kirche* are tombs of the Dukes of Pomerania. The Church of *St. James* dates from the 13th cent., and that of *St. Peter* from the 12th; but both have been considerably modernized.

The landing-place of the steamers is on the rt. bank of the river, near the lowest bridge. A boat leaves for Copenhagen every day in summer except Thurs. and Sun.

The voyage is without interest. *Stubben-kammer* on the island of *Rügen* is passed in the evening, and on the following morning the boat passes between *Amager* (left) and *Saltholm* (rt.), and soon after anchors in the harbour of Copenhagen.

For Stettin and the Isle of Rügen, see *Handbook for N. Germany.*

PART II.

THROUGH SCHLESWIG-HOLSTEIN TO JUTLAND.

LIST OF ROUTES.

ROUTE		PAGE
8.	Hamburg to **Skagen**, by Elmshorn, Neumünster, **Schleswig**, **Flensburg**, **Fredericia**, Horsens, Skanderborg, **Aarhus**, Langaa, **Randers**, **Aalborg**, and **Frederikshavn**. Rail	12
9.	Hamburg to Bramminge, by Elmshorn, Glückstadt, Itzehoe, Heide, Husum, Tonder, and **Ribe**. Rail	26
10.	Husum to the **Frisian Islands**. Steamer	28
11.	Flensburg to the **Island of Aals**. Steamer and Carriage-road	29
12.	Skanderborg to Skjern, by **Silkeborg**. Rail	31
13.	Aarhus to Grenaa, by Ryomgaard. Rail	32
14.	Langaa to Lunderskov, by **Viborg**, Skive, Struer, Vemb, Skjern, Esbjerg, and Bramminge. Rail	35
15.	Struer to Thisted. Rail	38
16.	Aalborg to Thisted, by the Aggersund. Steamer or Carriage-road	39

ROUTES.

ROUTE 8.

HAMBURG TO SKAGEN.

Miles.	Stations.	Routes.
	Hamburg	17
4	**Altona**	
14	**Pinneberg**	
23	**Elmshorn**	9
38	**Wrist**	
	15 **Itzehoe**	9
51	**Neumünster**	3
	39 **Heide**	9
60	**Nortorf**	
72	**Rendsburg**	
88	**Schleswig**	
	2 **Schleswig (Altstadt)**	
	15 **Süderbrarup**	
95	**Jübek**	
	17 **Husum**	9
109	**Nordschleswige Weiche**	
	23 **Lindholm**	9
112	**Flensburg**	
128	**Tingleff**	
	16 **Tondern**	9
138	**Rothenkrug**	
	4 **Apenrade**	
151	**Woyens**	
	8 **Hadersleben**	
156	**Sommerstedt**	
163	**Vamdrup**	
167	**Lunderskov**	
171	**Kolding**	
187	**Fredericia**	17
199	**Munkebjerg**	
203	**Veile**	
223	**Horsens**	
	1 **Bygholm**	
	13 **Uldum**	

Miles.	Stations.	Routes.
	18 Törring	
	Horsens	
	10 Hornsyld	
	12 Gramrode	
	14 Barrit	
	16 Vesterby	
	19 Juelsminde	
235	Hylke	
241	Skanderborg . .	12
256	Aarhus	13
	8 Maarslet	
	17 Odder	
	23 Hou	
260	Brabrand	
270	Hinnerup	
282	Laurberg	
284	Langaa	14
292	Randers . . .	13
	9 Hald	
	25 Hadsund	
297	Bjerregrav	
312	Hobro	
322	Store Arden	
326	Skjörping	
331	Stövring	
343	Aalborg	
345	Nörre Sundby	
360	Brönderslev	
367	Vraa	
373	Hjörring	
385	Tolne	
395	Frederikshavn	
400	Rimmen	
407	Aalbæk	
420	Skagen	

N.B.—The traveller intending to stop at Schleswig should take his ticket and register his luggage to the *Friedrichsberg* Stat. of that town (see below).

For the Rly. journey as far as

51 m. **Neumünster** Junct.,✡ see Rte. 3. Here the train for Kiel branches off N.N.E.

60 m. **Nortorf** (1800). The country is monotonous as far as

72 m. **Rendsburg** (12,000),✡ where the Rly. crosses the *Eider*, the old boundary between Holstein and Schleswig. The river is here divided into several branches, and is shallow. A castle was built here early in the Middle Ages, and a town soon sprung up under its protection. Afterwards the whole place was converted into a fortress, according to Vauban's principles, with ramparts and moats, and protected to a great extent by inundations. During the Schleswig-Holstein rebellion, Rendsburg served as the principal seat of the insurgents, and after the suppression of the movement the fortifications were mostly thrown down. Part of the Eider above Rendsburg has been converted into a canal, with several locks, and connected with the Baltic by the Eider Canal, which opens into the bay of Kiel at Holtenau. The last sluice towards the W. stands in Rendsburg itself.

The Duchy of Schleswig, until 1864 a part of Denmark, has an extent of about 3300 Eng. sq. miles, with about 420,000 inhabitants.

The Cimbrian peninsula, of which the duchy forms part, consists of an elevated plain, with a very gentle fall to the W., but ending abruptly on the E. coast. The plain is upon the whole sandy, and has much standing water, presenting a most uninteresting aspect, while the E. coast is fertile and well wooded. The Rly. has for economical reasons been laid on the table-land, and the towns on the E. coast, which are situated at the foot of the hills, mostly at the head of deep inlets from the sea, are connected with the trunk line by means of short branches. Although, therefore, almost every one of the towns along the E. coast is individually prettily situated, the Rly. journey itself is unattractive.

On the rt., soon after leaving Rendsburg, are seen the *Hüttener Berge*, a range of hills which, though only 400 ft. high, look very imposing, because they rise out of a dead plain. In ancient times they were covered by an extensive forest, of which but little remains; but the landscape is here and there very pretty, and may

be visited during a drive from Schleswig.

There are two Rly. Stations at Schleswig, connected by a local Rly., which stops at various points in the long straggling town, and proceeds N.E. to *Süderbrarup.*

88 m. **SCHLESWIG**, ✡ *Friedrichsberg* Stat. (15,000), at the head of the *Slie* (Germ. *Schlei*), a remarkable inlet from the Baltic, 25 m. long, narrow and winding. Though really situated on the sea, Schleswig is practically an inland town without trade or shipping, subsisting mainly as the seat of several government authorities, courts of justice, &c. Tramway to the central part of the town, which is quite a mile from the Stat., passing on the l. near the

Schloss Gottorp, a plain whitewashed building, originally built for an episcopal residence in the 12th cent., but the present structure dates from the 16th, and even later. It served as a residence for the Dukes of Holstein Gottorp, who possessed (1526–1720) a part of Schleswig as vassals of the King of Denmark, besides a part of Holstein, which they held in fief of the Emp. of Germany. In 1720 Frederik IV. of Denmark took possession of their territory in Schleswig, and in 1773, when the ducal family had ascended the throne of Russia, the Danish Government acquired their possession in Holstein in exchange for the duchy of Oldenburg. The rooms of the Castle, now used for public offices, are mostly vaulted. The Chapel is very fine, and has a handsome altar of oak with ornaments of ebony and massive silver.

10 min. beyond the H. Stadt Hamburg, on the l., stands the Church of **St. Michael**, originally Romanesque, but almost entirely rebuilt in 1876. It dates, however, from the time of the Crusades.

5 min. further, on the rt., is the **Cathedral**, rebuilt in the 15th cent. after a fire. On this spot the first church in Denmark was erected in 827. It was renewed several times, and of these earlier buildings fragments remain, of which the oldest date from the 11th cent. There are some good architectural details, but the principal object of interest is the **Altarpiece* of carved oak, formerly in the monastery at Bordesholm in Holstein. The artist was *Hans Brüggemann* of Husum (1521). The principal subject is the Passion, and the figures are executed with great ability. Among several interesting tombs is a beautiful marble monument by an Italian sculptor, Caprara, over the sepulchre of *King Frederik I.* of Denmark and Norway (1533), his Queen, and one of the Royal Princes. The chancel also contains a metal font of 1480, a very fine episcopal throne, and 36 well-carved oak stalls in Gothic style. The burial chapel of the Dukes of Holstein-Gottorp, who resided in Schleswig, is also very handsome. The Church and cloisters were under extensive restoration in 1892.

5 m. further E., at the extreme end of the town, is the picturesque **Convent of St. John**, with a *Chapel*, which is worth a visit. The building presents a mixture of round and pointed The Convent dates from 1250. It is now an Almshouse for twelve poor unmarried ladies of the nobility.

Schleswig is intimately connected with the Danish history of the Middle Ages. Its original name was *Hedeby*, but in the 11th cent. it was also called *Sliasvic;* it is mentioned as early as the 9th cent. as a great emporium of trade belonging to the Danes. It was the capital of the Danish King Götrik, who fought against Charlemagne, and was long the most important town in Denmark. Here the first Christian church was built, and the first bishop established. The town was strongly fortified, and it served as headquarters for the Danish army, which in those days was permanently placed at

The **Danewerk**, which once passed close to the town, and was one of the most remarkable historical monuments of the North.

At the time when the Danewerk was first constructed, the lower

course of the Eider, as well as its tributaries the Treen and the Sorg, were surrounded by marshlands and watery meadows impassable for an army. There intervened between these tracts and the innermost part of the Slie only a space of a few miles, which consequently alone had to be defended against an enemy advancing from the south, and the kings and rulers of Denmark therefore at a very early, even pre-historic time, attempted to fortify this position. The earliest work of which history speaks is the "Kurgrav," S. of the Danewerk, of which now only vestiges remain. This was constructed against the threatened invasion of Charlemagne. Queen Thyra raised far more extensive works to the N. of this, stretching from Bustorf, just outside Schleswig, to (9 m.) Hollingstedt, on the Treen, and flanked by the fortifications of the Oldenborg, and the *Riesendamm*, or Giant's Dyke. The whole nation worked at it for three years, and it consisted of a rampart 30 to 40 feet high, generally with deep moats, which was rendered less accessible by an enormous palisading of oak timber.

Behind this dyke King Harold Blaatand, with a united Danish and Norwegian army, braved for a long time the German Emperor Otho; but at length the enemy succeeded in setting fire to the palisading, and thus got the upper hand. Of this fire the vestiges are still to be seen. Harold's son, King Svein, restored the Danewerk and finished it with a wall of hewn stones. Again, about the year 1180, King Valdemar fortified the Danewerk by a wall 2 miles long, 6 feet thick, and 16–20 feet high, of burnt brick, of which the lower part is still standing, though hidden by the earth which has fallen down over it. A century later the Danish rulers again fortified and improved the Danewerk, but after that time it was neglected. After the acquisition of Holstein by the Danish kings in 1460, there seemed less reason for keeping it in repair, the frontier of the king's possessions being moved so much farther south.

In the Battle of Schleswig, fought on Easter Day, 1848, in which the Prussians were victorious, the Danish army was placed near the Danewerk, but very little use was made of it. In 1850, the Danish army again occupied it, and in the years 1861–1864 it was regularly fortified afresh, and the Danish army took its stand here at the beginning of the last war. But the position was too extensive for the number of defenders. The low marshlands, which in ancient times were naturally impassable, had again been rendered so by artificial inundations; but the frost made a bridge over the water, and laid the right flank of the position open to the enemy. The Slie, which ought to have covered the left wing of the Danish army, could, for the same reason, not be depended upon.

Though generally too wide to be bridged under the fire of a defending force, it has two very narrow places, at *Missunde* and at *Arnis*. Both were fortified, and *Missunde* was attacked in vain, as it had been in 1850; but the invading force was so numerous that, whilst the Austrians attacked the position in front, Prince Frederick Charles directed a division of the Prussians towards Cappel, there to cross the Schlei and fall upon the rear of the Danish army. This compelled the Danish general De Meza to retreat (5 Feb.). The new works which had been constructed by the Danish engineer were afterwards levelled by the Prussians; but the old dyke, which could not be removed without very great and unremunerative expense, yet stands, as an incontrovertible witness to the original possession of the land by the Danes.

Numerous barrows in the neighbourhood remind us of the warfare of ancient times; and several stones with Runic inscriptions, raised in memory of valiant Danish warriors, have here been found. Two may be seen in the park of *Louisenlund*, a short drive from Schleswig, a manor-

house belonging to the Duke of Glücksburg, where the present King of Denmark was born.

A drive to the Danewerk and back may easily be made in two or three hours, and should be extended to *Kurburg*, where cuttings may be seen.

14 m. E. is *Eckernförde*, ✡ on the Baltic. Dil. daily in 3 hrs. Eckernförde is a Stat on the Rly. from Kiel to Flensburg (Rte. 3). An action took place here in 1849 between some coast batteries erected by the Germans and two Danish men-of-war, which had to surrender.

Rly. thence N.W. to (31 m.) *Flensburg*, or S.E. to (18 m.) *Kiel*. Rly. also N. to (18 m.) *Kappeln*, which may also be reached by steamer direct from Schleswig in 3 hrs., passing *Missunde* and *Arnis* mentioned above; the banks of the Slie are very picturesque. At Missunde King *Erik* Plovpenning of Denmark was murdered in 1250 at the secret instigation of his brother *Abel*, who was his vassal as Duke of Schleswig; the body was found by fishermen and buried in the cathedral at Schleswig, but was afterwards transferred to *Ringsted*. Two years later Abel was killed in battle, and also buried in the cathedral, but the clergy complained that his ghost, which could find no quiet in the grave, interrupted the night services, and the body was therefore, at the command of King Christoph I., taken away and thrown into a bog in the neighbourhood.

5 m. N. of Schleswig is *Idstedt*, where a battle was fought on the 25th July, 1850; the army of the Holstein insurgents occupied a strong position, supported by a line of lakes and woodland, from which they were driven by the Danes. This battle virtually ended the rebellion, though, thanks to the support of Germany, they still remained under arms for a few months, encamped near Rendsburg, from whence they made two unsuccessful attacks on the Danish position at *Missunde* and at *Frederikstad*.

The train goes on to **Jübek** Junct. Rly. E. to *Husum*.

About 6 m. S. of Flensburg is a village near a small lake called *Oeversee*, where the Danish rear-guard, both in 1848 and in 1864, sustained fierce conflicts with the advancing Germans, in order to cover the retreat of the main body of the army.

109 m. **Nordschleswigsche Weiche** Junct. [Rly. W. to *Lindholm* (Rte. 9).]

112 m. **Flensburg** Junct. (37,000), ✡ a beautifully situated and flourishing commercial place, at the head of the Flensburg Fjord. It has an excellent harbour, with 7 to 15 fathoms of water. But little remains of the old public buildings of the town excepting the two gateways. In the royal Castle of *Duborg*, Queen Margaret of Denmark, Norway and Sweden, often resided; she died on board a vessel in the harbour in 1412. Now but a fragment of the walls is visible above ground. Fine view from the *Bellevue* restaurant, on the W., near the Windmill. *St. Nicholas' Church* has a curious font. In the Museum is a remarkable boat of the 3rd cent. found in a peat-bog at Nydam in Schleswig, 72 ft. in length, and pulling 14 oars on each side. There is a very pretty and extensive Public Garden, close to the Rly.

A considerable portion of the inhabitants speak Danish, which in 1825 was prevalent as far S. as the Slie and the Danewerk, but has been almost superceded S. of Flensburg by the Low German.

Steamer direct to Korsör in 12 hrs. (Rte. 20), starting at 6.40 A.M., in correspondence with a train which reaches Copenhagen at 10 P.M. (see Rte. 13).

The panorama of Flensburg from the bay is very pretty, and the shores of the bay are well timbered. After passing some small islands and rounding a headland, the Castle of *Glücks-*

burg, ✡ on the rt., is seen for a moment through a cutting in the wood. On the shore is a Bathing establishment, much frequented in the summer. Next appears, to the l., *Graasten* (1700), ✡ and then straight ahead, apparently closing the bay, the so-called *Broager land*, a hilly peninsula, ornamented by the twin spires of *Broager* church. The steamer turns rt. in order to round the promontory, and then emerges into the Baltic. To the left appears the bay of *Vemming bund*. The defensive works at **Dybböl** are clearly seen from the sea, particularly if the steamer, as is generally the case, runs into the *Alssund*, in order to land passengers at *Sonderburg*. ✡ The water here is deep enough for the largest ships, and the current through the sound so rapid, that it never freezes over. After leaving Sonderburg, the steamer rounds the S. extremity of the island, giving it a wide berth on account of sandbanks. We observe the entrance of *Hörup Hav*, a deep bay penetrating in front of Sonderburg, which was of the greatest importance to the Danes during the siege of Dybböl, because it afforded an easy and safe place of embarkation and unloading of stores.

The steamer then crosses the *Little Belt* between the islands of *Als* and *Ærö*, passes round the N. point of the latter island, and after a winding passage amongst smaller islands, halts at

Svendborg (8800), ✡ an excessively prettily situated town, with two churches of the 12th cent., on the S. extremity of *Fyen*. The neighbourhood abounds in pretty walks and views. [Rly. N. to *Odense* (Rte. 19).]

Steam ferry in 5 min. to *Vindeby*, on the Island of **Taasinge**, originally *Thorseng* (Thor's meadow), a very valuable domain belonging to the descendants of *Niels Juel*, one of the naval heroes of Denmark. 3 m. S. is the Church of *Bregninge*, from the tower of which is a magnificent *view extending more than 25 miles in every direction over sea and islands; 65 churches can be counted. 2 m. E. of the Church is the Castle (*Slot Valdemar*) originally built in 1630 for Prince Valdemar, son of King Christian IV.

In Svendborg and on Taasinge, there is a prosperous shipbuilding trade, favoured by the deep water and safe anchorage in the "Svendborg sund." The district is more fully described in Rte. 19.

After leaving Svendborg, the steamer passes through a wider arm of the sea between Fyen on the left and *Langeland* on the right. This fertile and well-timbered island, 32 m. by 5 at the widest point, belongs mostly to Count Ahlefeldt. Its little town of **Rudkjöbing** (3500), ✡ on this island, was the birthplace of H. C. Örsted, the discoverer of electro-magnetism. The steamer now crosses the Great Belt to *Korsör* (Rte. 17).

Two Rly. lines run from Flensburg to Eckernförde (see above); the one inland by *Süderbrarup*, the other skirting the coast by *Kappeln*.

On quitting Flensburg, our train returns to the Junct. at *Nordschleswigsche Weiche*, and proceeds N. to

128 m. **Tinglef** Junct. (Rly. W. to *Tondern*).

138 m. **Rödekro** (German, *Rothenkrug*), Junct. for *Aabenraa* (Germ., *Apenrade*), ✡ a well-to-do town, prettily situated on a bay of the same name in the Little Belt. Many of the inhabitants are extensive shipowners and shipbuilders.

151 m. **Woyens** Junct. for *Hadersleben*, ✡ on the E. coast, a very old town with 9000 Inhab., and a handsome *Church*. The train passes the Prussian frontier at *Sommerstedt*, and enters Denmark at *Vamdrup*. Handbags and unregistered luggage are here examined at the Danish douane. The Rly., which hitherto has chiefly passed through desolate moors and heaths, now approaches the sea, and the land-

scape improves. The district is more fully described in Rte. 19.

167 m. **Lunderskov** Junct. [Rly. W. to *Bramminge.*]

171 m. **Kolding** (10,000), ✡ an old town prettily situated on the Kolding Fjord, and endowed with special privileges by Christopher II. in 1321. It has been several times burnt, and was the scene of a conflict in 1849 between the Danes and the Schleswig-Holsteiners. Close to the Stat. are the red brick massive ruins of the

**Koldinghus*, begun in 1248, destroyed by fire in 1808. The corners of the tower were surmounted by colossal statues representing Scipio, Hercules, Hector, and Hannibal; the latter, holding a shield with the arms of Denmark, is still standing. It is one of the finest ruins in Denmark, and very picturesque at moonlight. From Kolding a charming excursion may be made S.E. to (8 m.)

Skamlingsbanken (Carriage, 7 kr.), on an eminence (363 ft.) with a magnificent view. Here the North Schleswigers for several years previous to 1848 held monster meetings, to protest against the so-called Schleswig-Holstein agitation, and the intended separation of Schleswig from Denmark. A fine granite *obelisk*, 60 ft. high, with the names of their Danish leaders, commemorates the fact. It was thrown down by the Germans in 1864, but is now restored; the locality, which formerly was just inside the Schleswig territory, and thus really was to have been ceded to the Prussians in 1864, having remained in the possession of Denmark by a regulation of the frontier. Dil. S. to (17 m.) *Hadersleben* (see above), passing (10 m.) *Christiansfeld.* Pleasant trip by small steamer along the Fjord 8 m. E. to the beautiful little island of *Fænö* (Rte. 17).

Beyond Kolding the Rly. passes through a rich undulated country with occasional glimpses of Kolding Fjord and the Little Belt, here scarcely a mile wide, and of the opposite coast.

187 m. **Fredericia** ✡ (*Buffet), where passengers for Copenhagen change into a carriage which runs in less than a minute to the steamer (Rte. 17). Fredericia (9900) was founded by Frederik III. in 1655, and was intended to become a powerful fortress, securing the connection between Jutland and Fyen; but the plan was never carried out, and it is now dismantled.

In 1848 the Danes did not attempt to defend the fortress, but during the armistice of 1848–9 it was thoroughly repaired; and when in 1849 the Danish army had to retreat before the far more numerous German forces, a garrison was left in Fredericia, which the army of the Holstein insurgents, advancing in the rear of the allied Germans, besieged for two months, during which the town was destroyed by a bombardment. On the 6th of July a Danish corps, which had been brought into the fortress by way of the sea, made a sortie, defeated the besieging army, and captured their camp and artillery and numerous prisoners.

In memory of this victory, a fine monument was erected inside one of the gates (on leaving the station the first street to the l. leads directly to it), consisting of a bronze Statue of a Soldier, putting one foot on a howitzer, and waving a beech-branch as a sign of victory. The figure, by *Bissen* (Thorvaldsen's best pupil, born in Schleswig), is placed on a granite pedestal; the total height is 20 ft. The monument stands in an open triangular place; from the apex of the triangle two streets issue, of which the broadest and longest (Danmarksgade) leads to the church and cemetery of the

Holy Trinity, where 500 fallen Danes rest under a barrow planted with beech-trees. Here is a relief by *Bissen* of two soldiers burying a fallen comrade. Returning by Jyllandsgade, which runs parallel to Danmarksgade on the other side of the church, the 4th turn to the l. leads to the harbour. A bronze bust by *Bissen*, of General

Bülow, the Danish Commander in the battle of Fredericia, stands in front of the new and handsome town-hall, built in 1860, a few minutes' walk from the station. As a fortress, Fredericia is now valueless.

The train now runs N. through **Jutland,** the largest province of the Danish kingdom, and more varied in its nature than any other. Almost all the towns are situated close to the sea, or on inlets or little Fjords, and those on the E. side may generally be reached from Copenhagen or Korsör by steamer. The interior almost entirely consists of extensive, thinly populated heaths, offering no inducement to the traveller.

About 10 m. beyond Fredericia the Rly. reaches the Veilefjord, turns W., and skirts the sea. The view across the Fjord to the manor of *Tirsbæk* and the woods on the N. coast is very pretty.

199 m. **Munkebjerg,** ✡ very beautifully situated on the S. bank of the Veilefjord, and celebrated for its luxuriant vegetation. It is the only place in Denmark where the yew-tree grows wild. Excellent bathing.

203 m. **Veile** (9000), ✡ at the outlet of a little river, is chiefly noted for its charming neighbourhood. In every direction there are beautiful walks, and the traveller need only go outside the N. end of the town and follow any road or path. 5 m. along the northern shore is *Tirsbæk*, with a beautiful park and very interesting old buildings; from the hills, under which the path runs, are fine views over the fjord. Boats can always be obtained in the harbour for a sail or excursion to *Tirsbæk*. Steamer from Tirsbæk across the fjord to *Munkebjerg*, and thence to *Veile*. Pleasant walk from Veile to (1 m. E.) *Skyttehus*.

The *Greisdal*, a beautifully-wooded valley, runs due N. for 4 m. to *Greis*. The return may be made by (5 m. W.) **Jælling,** a village in which stand two mighty barrows, almost overtopping the little church. Here rest *Gorm* the first King of United Denmark and his queen *Thyra Danebod*, the last Danish king and queen buried according to the rites of paganism, about the year 940. The burial-chamber of Thyra's barrow is of heavy oak timber and is now rendered accessible. The key is kept in a neighbouring house. The few objects found here when the barrow was opened in 1861 are preserved in the Museum of Antiquities in Copenhagen. In the churchyard are two Runic stones, the smaller one erected by King Gorm in memory of Queen Thyra; the larger one by their son King Harald Blaatand in memory of his parents. This latter is very handsome, with figures in relief; on the one side a crucified form, on the other a dragon, round which a serpent coils itself.

3 m. S. of Jellinge is *Faarup Lake*, whence a country abounding in barrows may be explored S.S.W. to (10 m.) *Engelsholm*, a handsome old manor-house built in 1592 by Knud Brahe, brother of the famous astronomer Tycho Brahe. Through a fine little beech-wood adjoining the garden a road leads to *Engelsholms Clothmill* in a deep valley, where it is not observed till one reaches the edge of the plateau. The mill is worked by a small river which rises in the lake of Engelsholm, and after a very rapid course joins the *Veileaa*. On the other side are seen the commencement of *Randbölhede*, one of the most desolate tracts of the Jutland heath, and also some pine-plantations. The whole desolate neighbourhood to the W. of the river shows clear vestiges of having once been populous and cultivated. For the return journey the shortest route is by (3 m.) *Bresten*, and (7 m.) Veile, passing *Haraldskjær*, a very old, now modernised, manor-house, supposed to derive its name from Harald Blaatand. A longer round leads by *Kjelkjær* farm and *Kobberværket* (paper-mill), joining the ordinary road at Haraldskjær. This excursion will occupy the whole day, but it gives an admirable idea of the character of

the Cimbrian peninsula (carriage 16 kr.).

The train now turns N.E. to

223 m. **Horsens** Junct. (17,500), ✡ at the head of an inlet from the sea. There are a few old houses with carved timber, and *Vor Frelsers Kirke* has some interesting architectural details, and a beautifully carved pulpit, in the style of the altarpiece at Schleswig Cathedral. It originally belonged to the *Greyfriars' Church*, nearer the harbour, one of the only two built by this Order which still exist in Denmark, now disused for service and in a bad state of repair, but containing tombs of Lichtenberg and Brunswick-Lüneburg princes. 1 m. N.W. of the town is the *Tugthus* (1853), or provincial Prison of Jutland, a very large and well-arranged establishment. 4 m. E. lies *Boller*, one of the most ancient manors in Denmark (the most modern part dates from 1588). Opposite, on the N. coast of the fjord, are the woods of *Stensballegaard*, with beautiful views.

[Rly. W. to *Törring*, S.E. to *Juelsminde*. The former line passes *Bygholm*, with a pretty Garden, and the small town of *Uldum*. ✡ The latter is more interesting, and leads by *Hornsyld*, 2½ m. S. of which is the remarkable Romanesque Church of **Vrigsted**. Within the tower is a curious stair-case. 5 m. E. of *Gramrode* ✡ are the fine Gardens and Manor-house of **Palsgaard** (1412); and 6 m. S.W. of *Barrit* lies **Rosenvold**, another Manor-house with a large Park, beautifully situated on the N. shore of the Veile Fjord. 2½ m. W. lies the small bathing-place of **Fakkegrav** (steamer to *Veile*). From *Vesterby* the traveller may visit (2 m. N.W.) *Kalsböl* (fine view), and (1 m. S.W.) *Barritskov* (1598)—both of them country houses of interest. The train reaches the Bay of Sandbjærg at **Juelsminde**. ✡]

The main line describes a wide curve, passing on the rt. the large Prison, and reaches

235 m. **Hylke**. 5 m. S.W. rises *Ejer Bavnehöj* (565 ft.), the highest point in Denmark, commanding a *magnificent view.

241 m. **Skanderborg** (2400), ✡ takes its name from an ancient castle which stood here till 1767, when it was demolished, with the exception of one tower and the *Chapel*, now the parish church. It had been the scene of many important historical events, and often served as a residence. Near the church is a marble bust of Frederik VI., erected in 1845 on a pedestal of granite, ornamented with reliefs of Justice, Liberty, Enlightenment, and the Institution of the Provincial Estates, established in 1834 by Frederik VI., which formed the beginning of the present free constitution of Denmark. Close by to the N.W. is the village of *Skandrup*, with a very peculiar church tower. The church was entirely gutted by the German troops in 1849, but is now very tastefully restored. 6 m. N. of Skanderborg is *Vænge*, with a ruined Monastery, of which a very interesting Church remains.

256 m. **AARHUS** (33,000), ✡ a thriving town, is one of the oldest in the kingdom, and as early as 948 it became the seat of a bishop.

The ***Cathedral** of *St. Clement*, the longest church in Denmark (296 ft.), was commenced in 1201, by Bishop Peter Vagnsen of the famous house of Hvide (1204), who is buried under the altar. The spire (340 ft.), which formerly surmounted the colossal tower, was destroyed several times, last in 1772, and restored in 1881; the two small towers had originally spires. By judicious restoration most of the tasteless mutilations of later times are removed, and the original beauties of the building are brought to light again. The choir is particularly light and elegant. The altar (1479) displays beautiful carving on a gold ground. As in many Danish churches, a ship is suspended in the centre of the cross; this particular one is a

model which Peter the Great had bought in Holland, but which never reached its destination, the vessel which had it on board being wrecked on the coast of Jutland. The numerous chapels are chiefly used as family sepulchres, and a great many persons known in Danish history repose here.

Vor Frue Kirke, originally the chapel of a Dominican monastery (1280), and now attached to a Hospital, is well worth a visit. The *Lunatic Asylum* N. of the town is also noteworthy, and there are several old houses with carved timber framework.

The immediate neighbourhood is pretty. *Ris Skov* ✡ (Rte. 13), 4 m. N., *Marselisborg* (3 m. S.), and other woods along the coast, afford charming excursions, though principally for pedestrians, as they are not open to carriages except on Sundays and Feast days. 15 m. N.W. (carriage 12 kr.) is *Frijsenborg*, the seat and park of Count Frijs-Frijsenborg, once Prime Minister, and the largest landed proprietor in Denmark, best reached from *Hinnerup* or *Laurberg* Stat. (see below). The house is modern Elizabethan, and very handsome. 1 m. beyond it is the village of *Hammel.*

[Branch Rly. S. to *Hou*, passing *Maarslet*, ✡ beyond which on the left lies the manor house of *Vilhelmsborg*. Further on, the train reaches the busy little town of **Odder** (2000), ✡ whence it runs S.E. to the small bathing-place of **Hou.** ✡]

The Rly. now cuts across the base of a peninsula formed by the sea and the fjord of Randers, which contains some of the prettiest scenery in Jutland. The distance to Randers by road is 21 m.; by Rly. 36 m.

The latter descends the winding stream of the *Lilleaa* to its confluence with the *Gudenaa* at Langaa, passing

260 m. **Braband,** ✡ prettily situated on its little lake, with numerous villas. The line now turns N. to

270 m. **Hinnerup.** ✡ Carriage-road W. to (7 m.) *Frijsenborg.*

282 m. **Laurberg.** ✡ 10 m. S. is *Frijsenborg* (see above). 3 m. N.W. rises *Lysned* (430 ft.).

284 m. **Langaa** ✡ Junct. [Rly. W. to *Viborg.*]

The train now follows the l. bank of the river to

292 m. **RANDERS** (16,500), ✡ a very old town, on the Gudenaa, which is navigable for large merchant-ships. It is mentioned in the 11th cent., and some of the earliest Danish coins were struck here; many historical events are connected with it, but none more famous than the deed of *Niels Ebbesen*, a Jutland nobleman, who, on the 1st of April, 1340, with a handful of men entered the town and Castle, and killed Count Gerhard, of Holstein, who was quartered there with 4000 soldiers. Owing to civil war, bad administration, and the personal incompetence of the Danish king Christopher, the whole country had come into the possession of foreigners who unscrupulously oppressed it. Against this rule Niels Ebbesen raised a rebellion which ended in the liberation of the country under Valdemar III. Nothing remains now of the ancient castles which are stated to have existed here, and there are not many remains of old buildings.

The 14th cent. red-brick Church of **St. Martin** has a Choir of 1494. It contains some good carving, and was well restored in 1870. The remaining churches of interest are the *Helligaands-kloster*, N.E. of St. Martin, the *Vor Frue-kloster*, and the Franciscan *Graabrödre-kloster.*

Randers is an important cattle-market, and is the original seat of the manufacture of the specially so-called *Danish gloves.* Its once celebrated salmon fisheries have much declined on account of injudicious fishing. The fish used to ascend the fjord of Randers and the Gudenaa in great quantity, and the manors along the river derived great advantage from their

Laksegaarde or fishing-places. Now only one remains, at *Frisenvold*, 5 m. S. The neighbourhood is pretty; and, as this part of Jutland was once densely populated, there are a great number of fine old churches and other antiquarian remains.

6 m. S.S.E., on the high road to Aarhus, is the church of **Ölst**, built of granite with remarkable sculptures, an altar of the same kind as those of Lisbjerg and Tvenstrup, now in the museum of Northern antiquities at Copenhagen, and an ancient font. 3 m. E. of the village is *Klausholm*, with fine park and woods. It was from Klausholm that Frederik IV., in 1712, carried away the Countess Anna Sophia, daughter of the then Lord Chancellor of Denmark, Count Reventlow, whom he afterwards made queen of Denmark. Klausholm lies 7 m. S. of *Uggelhuse* Stat. (Rte. 13).

8 m. W. of Randers is *Fousingsö*, a lake encircled by woods and steep hills clothed with heath, particularly fine near the Church of *Læsten*, 2 m. N.E. of the Lake. Near Læsten a great quantity of ornaments in amber —more than 4000 pieces—were discovered some years ago, which are now in the museum of Northern Antiquities in Copenhagen. On the way to Fousingsö, the old Church of (5 m.) *Bjerregrav* with a Norman doorway, under which is a Runic stone, may be visited (see below), and the return journey should be laid through

Aalum, 2 m. S. of the Lake, with one of the finest 11th cent. granite churches in Denmark. 3 m. W. was the Castle of *Skjern*, of which the foundations are still seen; it was destroyed in the 17th cent. The Church of *Skjern* has a richly carved altar, and two Runic stones. Thence due E. to (10 m.) *Randers* by carriage-road.

Interesting old churches are also to be seen at *Borup*, 4 m. N.W. of Randers, with a very fine carved altar, *Hald* (granite) also with a carved altar, formerly in St. Martins in Randers, 8 m. N.N.E. (see below); *Holbek* with remarkably flat vaults of granite, *Örsted* with fine Norman doorway and sculptures and very old font, and *Veilby* with a similar doorway (see Rte. 13). The last three may be combined with a visit to the manors of *Stövringgaard* (now a convent for unmarried ladies of good family) and *Stenalt*, in a drive of about 30 m. The way lies N.E.E. from Randers to Stövringgaard, thence *viâ* Mellerup, by ferry across the Randersfjord to Holbek, and S. by Örsted, Veilby, and W. through Essenbæk back to Randers.

Branch Rly. N. by *Hald* to **Hadsund** ✡ on the Mariager fjord, which is crossed by ferry. 3 m. W. of Hadsund is *Havnö*, a large kitchen-midden. Thence N. to (2 m.) *Visborggaard*, a very fine old manor-house of 1575.

The main line leads N.W. through a hilly country to

297 m. **Bjerregrav.** 3 m. S.W. lies *Fousingö* (see above). Thence to

312 m. **Hobro**, ✡ an old town of 2500 Inhab., entirely rebuilt after two great fires in 1812 and 1813, at the head of the long and narrow Mariagerfjord, surrounded by very steep hills which entirely conceal it till one is quite near. The modern Church (1852) has an old font and a good carved altar from 1699; by it is a Runic stone. There are pretty walks along the fjord, but the best excursion is to

Mariager, ✡ 8 m. E. on the fjord (steamer daily). This miniature town (800) owes its existence to a famous Brigittine convent founded about 1400 in this pretty and secluded spot. But little of the monastic buildings and only a part of the church remain, and the latter has suffered dreadfully from alterations, particularly in 1788, though it is still architecturally interesting. 1 m. S.E. of Mariager is **Hohöj** (365 ft.), the highest point in the neighbourhood, commanding a striking *view over the two Fjords.

The Rly. runs through the extensive Forest of *Rold* on the way N. to

322 m. **Store Arden.** ✡ 1½ hr. E. of the Stat., on the road to Villestrup, is the **Blaakilde** (Blue Spring), the most abundant natural source in Denmark.

Passing on the rt. the pretty little *Oxe Sö*, the train reaches

326 m. **Skjörping.** ✡ 2 m. W. stretches the *Rebbild Banker*, a picturesque upland (295 ft.), covered thickly with beech and heather. The *Lindenborg* is now crossed to

331 m. **Stövring.** ✡ [Dil. S.W. to (11 m.) *Sönderup.*] 10 m. E. lies the interesting manor-house of *Lindenborg*. Omn. daily from (11 m.) *Aalborg* (see below).

343 m. **AALBORG** (19,000), ✡ on the Limfjord. Here coins were struck by king Hardekund in 1035-1042, and no other town in Denmark has to such an extent preserved its ancient appearance. Numerous narrow and steep alleys and five small brooks traverse the town, which is rich in old bridges and all kinds of curious nooks and corners. Among private houses the best are *Jens Bangs Gaard* (1623), now a pharmacy, and the *House of King Hans*, on the Gameltorv, where he died in 1513. Numerous interesting old fragments may be found by strolling about the town, particularly near the *Osteraa*. The *Vor Frueskirke* (about 1100) has a tower rebuilt in 1591. Norman N. doorway restored in 1869. The old monastery of the Holy Ghost (1434), now a *Hospital*, has preserved many old features. There is a small *Historical Museum*, founded in 1863 in the house next the Cathedral School.

The **Limfjord**, here only 600 yards wide, does not really deserve the name of a fjord in as far as it is not a closed inlet of the sea. In ancient times it was so, but since 1822 it has become really a sound, 50 m. long, connecting the North Sea with the Kattegat and converting the extreme North of Jutland into an island. As late as the 11th cent. this part consisted of several islands, which a subsequent slow upheaval of the soil united by transforming the intervening sounds into low meadow tracts.

For the interesting N.E. extremity of Jutland, which is called *Vendsyssel*, and whose inhabitants, the *Vendelboer*, have made themselves famous for their obstinate love of liberty and their dogged resistance to royal and ecclesiastical power—Aalborg forms a convenient starting-point (Rte. 16).

The Limfjord, between Aalborg and Nörre Sundby, was a long time crossed only by a pontoon bridge, the rapidity of the current, the depth of the water, the quality of the soil and the violence of the floating ice in spring, rendering the construction of a permanent bridge on piers a work of great difficulty and expense. The bridge, however, has been built, but the pontoon remains as well.

The Rly. crosses the Fjord to

345 m. **Nörre Sundby** (1800), ✡ whence a road strikes N.E. to (28 m.) *Sæby*. Just before reaching (10 m.) *Hjallerup*, it crosses

Örum Moor, famous for the not unfrequent appearance of a mirage representing the Church of *Örum*, a couple of miles away, reflected in a sea with wooded islands. The central and S.E. part of Vendsyssel is distinguished by a range of hills with peculiar short and abrupt outlines, and deep valleys of which the steep sides are covered with rich wood, called "den jydske Aas." The first spur of these, the hills of Altrup, is passed between Nörre Sundby and Hjallerup; one of the main ridges rises just beyond Hjallerup, and is called *Allerup Bakker*. From a point close to the highroad, where this crosses the summit of the range, there is a very fine view of the whole country, and close by, to the rt., appears a beautiful and characteristic wooded tract called

Dronninglund Storskov, rich in fine walks and views. It derives its name from the neighbouring manor of

Dronninglund, formerly a convent called Hundslund, first mentioned in 1268, but purchased in 1690 by the wife of Christian V. It subsequently belonged to the Brigadier Halling, who endeavoured by a judicious selection of his tenants of both sexes to improve the race, traces of which are said to be still evident. From several points in the wood the manor-house, with its two square towers, appears. 16 m. from Nörre Sundby is *Flauenskjoldis*, whence a side road leads rt. to

(3 m.) **Voergaard**, one of the *finest buildings in Denmark. This old manor once belonged to the Bishops of Börglum or Vendsyssel, but came after the Reformation into the possession of private owners, amongst whom *Ingeborg Skeel*, the wife of *Otto Banner* (1591), built the principal part of the present house, though parts are older. It is of red brick, ornamented with a profusion of excellently wrought sandstone sculptures, spiral staircases, curious niches, passages, and a prison cell (*Rosodont*), concerning which such dreadful ghost stories are told, that not even the boldest miscreant will pass a night there without confessing his crimes. Numberless are the legends told of the lady who built this handsome pile, and of the shifts to which she was put in order to pay for the erection of the structure. In the neighbouring Church of *Voer* is a splendid monument erected by her order for herself and her husband; there is also a fine carved altar. The *Voersaa* rivulet flows towards the Kattegat not far from Voergaard, and after passing the modern Gothic manor-house of (5 m.) *Rugtved*, winds through a very narrow valley with fine beech-trees, whose tops meet over the water, forming a delightful canopy 2 m. in length from Rugtved to the sea.

Beyond Flauenskjold the road from Nörre Sundby runs across the spurs of *Iydske Aas* past some old unpretending manors, corn-fields, and meadows to **Sæby** (1800), on the shores of the Kattegat, which owes, if not its existence, at any rate its prosperity, in the Middle Ages, to the rich Convent of *Mariested* founded in 1469, of which now only the lofty but narrow church, with a fine carved altar, remains. A side chapel, with a huge central pier supporting a handsome vaulted roof, is at present walled off from the church, and used as an engine-house. The town has considerable fisheries, particularly of turbot. 1 m. N.W. is a remarkably strong Chalybeate Spring, with Baths.

Opposite Sæby is the island of (14 m.) *Læsö*, surrounded by dangerous sandbanks, whose 3000 inhabitants have preserved a handsome mediæval costume, but which otherwise offers nothing of interest. The excursion is a very rough one. A post-boat goes from (18 m.) Frederikshavn, and a road leads from the landing-place to (4 m.) *Byrum* on the S. side of the island.

The neighbourhood of Sæby to the W. and N. is very pretty; a charming walk leads through a winding valley and fine woods to (2 m.) *Sæbygaard*, an ancient manor with fine old buildings. Other pretty places may be visited on the way to Frederikshavn by choosing a somewhat winding route further inland, instead of the ordinary high-road which follows the sea-shore (8 m.). The principal points should be *Oxenhede*, *Karup Kirke*, *Thronhave*, *Understed Kirke*, *Rosengaarden*, *Vrangbæk*, *Studebakken* (fine view), *Flade Kirkebakke*, and *Bangsbo Skov*, all pretty and characteristic specimens of Danish landscape-beauty.

The Rly. continues due N., passing on the l. the dreary *Store Vildmose*, to

360 m. **Brönderslev.** Dil. W. in 2 hrs. to (10 m.) *Saltum*, 5 m. S.W. of which, on the sea, lies the favourite bathing-place of **Blokhus** (see below). 7 m. N.E. of Brönderslev lies *Jerslev*, and about the same distance E., *Hallund*. 3 m. E. of Jerslev rises **Söhedens Bakke** (365 ft.), the

highest point in the N. range of the *Jydske Aas.*

367 m. **Vraa.** ✡ 3 m. E. is the old Convent of *Vreilev.* 6 m. N.W. lies *Börglumkloster*, and 4 m. further W., *Lökken,* ✡ a small market borough on the coast of the North Sea, whose inhabitants trade with Norway and England. The streets are paved with nothing but drifting sand.

4 m. inland is *Börglum Kloster*, originally a royal residence, and mentioned as such in 1086, since 1128 a Premonstratensian Convent, which at the time of the Reformation had grown very rich, and was the residence of the Bishop of Vendsyssel. It is now in private hands and has been judiciously restored. The Church, which served as cathedral, is externally well preserved. Just outside is *Baalhöi*, an eminence from which 44 churches can be counted. The road leads towards the S. through a number of villages to (10 m.) *Hune Kirke*, with a Runic stone, from whence a visit may be paid to *Blokhus,* ✡ a little bathing-place in green meadows surrounded by sand-hills on the shore, about 2 m. W. (see above). From Hune, the road turns S.S.E. to (9 m.) *Aaby* (Rte. 16).

373 m. **Hjörring** (6000), ✡ an ancient town. Dil. to (8 m. W.) *Lönstrup,* ✡ a sea-side resort on the Kattegat. The train now turns E. and runs through wood and heath to

385 m. **Tolne.** ✡ 5 min. S.E. of the Stat. rises the *Boelhöi* (365 ft.), the highest point of the *Tolne Bakker*, a group of low hills. Fine view.

395 m. **Frederikshavn** (5000), ✡ until 1818 called *Fladstrand.* 120 years ago it was merely a fishing-village on the ground of the manor of *Knivholt*, whose owner, in 1740, sold it to one of the inhabitants for the sum of 440*l.* sterling. There is a harbour of refuge, which is sought by hundreds of vessels at a time during winter when navigation in the Kattegat is exceedingly difficult and dangerous. Many of the inhabitants obtain a livelihood by the oyster fisheries carried on a little N. of the town; the oysters, commonly called *Fladstrand's Österes*, are very much appreciated in Denmark ; they are much larger and richer, but not so delicate as the English natives. Steamer three times a week to *Christiansand*, daily to *Læsö* and *Göteborg.*

4 m. N.E. are the islands of *Hirsholmene*, which consist of an enormous quantity of boulders covered by a very thin layer of earth. They are very dangerous to navigation, and there is a lighthouse, built in 1838, to warn the vessels that approach them. Their population consists mainly of rabbits, of which there are countless multitudes.

The Rly. now turns N. again, and runs chiefly over sand and moor. A very peculiar formation is here observed, consisting of so-called *Dopper* and *Rimmer*—the former being strips of meadow-land 20 to 40 ft. wide, sometimes a mile or two long, running parallel with the coast, but at a considerable distance from it, and separated from each other by "Rimmer," sand ridges 10 to 16 ft. high and overgrown with heather. Beyond the large fishing-village of **Aalbæk,** ✡ a tongue of land is entered only 5 m. wide, which is gradually reduced to 2 at Skagen. The whole promontory is covered with drifting sand, forming ever-shifting hills, and it is only where some little brook affords the necessary moisture that verdant turf is produced. 3 m. W. of Aalbæk is *Gaardbogaard*, the furthest north of all the Danish manor-houses.

420 m. **Skagen** (2300), ✡ better known to British seamen as the *Skaw*, had formerly considerable corn-fields, but all are buried under the sand, as is also the old Gothic church, of which only the square tower is still visible. The sand itself is not destitute of nutriment for vegetation, and with the aid of fish-manure very fair crops of barley are raised; but the ground is

unstable, and a strong gale may suddenly whirl up the sand and destroy the vegetation. Nor do the never-resting winds allow trees or shrubs to grow unless tended with especial care, such as have nursed the small plantation near the residence of the Byfoged or principal magistrate. Round the cottages of the fishermen nothing grows but marehalm (*Elymus arenarius*), of which the rigid stems and leaves reach as high as the roof.

The history of Skagen is a history of gales, and sand-drifts, and shipwreck, and its great events are such as the drift of 1775, when the old Church was buried, or the gale of "little Christmas Eve," as they say in Denmark, meaning the evening before Christmas Eve, 1825, when 50 richly laden merchantmen went on shore. On the wall of the Church (1841) is a handsome relief by *Poulsen*, in memory of a sad accident on the 27th Dec., 1862, when the lifeboat was upset, in an attempt during a furious gale to save the crew of the Swedish brig Daphne; the whole crew perished, but a public subscription was opened, and 3500*l.* were collected for their seven widows and their children. The Danes and Swedes in London placed the tablet here *in memoriam.* Skagen is one of the wildest and most desolate spots in the world, yet within a couple of hours' journey from fertile, peaceful, and idyllic landscapes.

There is a *Lighthouse*, erected in 1859, of the first order, replacing the old light now used as a sea-mark; and a Signal Station, through which passing ships can communicate the fact of their passage to their owners by flag signals, which are duly reported and published.

8 m. S.S.W. on the E. coast is the *Torreveire Rende*, a brook surrounded by a fresh green oasis; and 5 m. W. of it, on the shores of the Kattegat, is a similar oasis at *Kandestederne.* At the latter place is a Shipwreck Station (*Rednings-station*), of which three exist on the E. coast of Jutland, and 34 on the W. In the neighbourhood of Kandestederne the cliffs exhibit extensive layers of *Martörv*, a peculiar kind of semi-fossil peat, and they are in many places crowned by so-called *Stensletter*, large spaces covered with stones as firmly and closely joined as if they had been paved with art. At (10 m.) *Tversted*, a large and interesting Plantation at the base of the promontory of the Skaw, the road to Hjörring turns inland, past the old manor-house of *Odden* (14th cent.). The distance from Skagen to Hjörring by this road is 32 m., but the peculiar character of the country prevents the drive from being tedious.

ROUTE 9.

HAMBURG TO BRAMMINGE.

Miles.	Stations.	Routes.
	Hamburg	
24	**Elmshorn** . . .	8
35	**Glückstadt**	
46	**Itzehoe**	8
65	**St. Michaelisdonn**	
	4 **Marne**	
71	**Meldorf**	
79	**Heide**	
	2 **Weddinghusen**	
	11 **Tönning**	
	Heide	
	2 **Weddinghusen**	
	9 **Wesselburen**	
	15 **Büsum**	
93	**Friedrichsstadt**	
101	**Husum** . .	8
	13 **Tönning**	
123	**Lindholm**	
126	**Niebüll**	
136	**Tondern**	
	9 **Hoyer-Schleuse**	
145	**Bredebro**	
	6 **Lügumkloster**	
162	**Hvidding**	
166	**Ribe**	
176	**Bramminge** . .	14

Rte. 8 is followed as far as *Elmshorn*, where our line turns W. to

35 m. **Glückstadt** (Rte. 1). Steamer twice daily in an hour to *Wischhafen.*

46 m. **Itzehoe** (11,500), ✡ a very ancient but insignificant town, known principally as the former assembly place of the nobility and other representatives of the duchy, the so-called Estates of Holstein. Itzehoe is on the frontier of the *Ditmarschen*, or Holstein Marshland, which in the early middle ages formed an independent republic, and whose inhabitants of Frisian descent bravely defended their liberties against the kings of Denmark and the dukes of Holstein until 1559. [Rly. E. to *Wrist.*]

65 m. **St. Michaelisdonn.** [Rly. S.W. to *Marne.*]

71 m. **Meldorf.** Here is a small Museum of Antiquities connected with the Ditmarschen.

79 m. **Heide** (7500), ✡ where there are two Rly. Stations. [Rly. E. to *Neumünster*, N.W. to *Tönning.* From *Weddinghusen*, the first Stat. on either line, a branch strikes S.W. to *Büsum.*

Tönning (3500), ✡ at the mouth of the shallow river Eider, formerly a fortress, is the departing-place of steamers to London and Lowestoft with cattle fattened in the marshes, particularly in the adjoining district of *Eiderstedt.* Rly. N. to *Husum*, forming a loop with our present line.]

93 m. **Friedrichsstadt** (2500), at the junction of the Treen and the Eider. It was founded by Dutch colonists in 1621, who had been compelled to leave their home on account of religious persecution. It was of considerable importance during the German wars, because the right flank of the military position of the Danewerk was protected by extensive inundations. These were brought about by preventing the outflow of the waters of the Treen into the Eider through the sluices at Friedrichsstadt. This little town thus became the key of the right wing of the Danish position. The place was attacked by Holsteiners in the autumn of 1850, and entirely destroyed by a bombardment, but an attempt to take it by storm was defeated with very great loss.

101 m. **Husum** (6300), ✡ with two Stations and an old ducal Castle. [Rly. N.E.E. to *Jübek*, S.S.W. to *Tönning.* (For the Frisian Islands, see Rte. 10.)]

123 m. **Lindholm.** [Rly. E. to *Flensburg.*]

126 m. **Niebüll.** Omn. S.W. in 1½ hr. to *Dagebüll*, whence steamer several times a day to *Wyk* in ¾ hr. (Rte. 10).

136 m. **Tondern** (3500), ✡ a very old town, which has suffered much from inundation and fire.

[Rly. E. to *Tingleff;* W. to *Hoyer* (1000), ✡ whence a steamer runs daily in 1¾ hr. to (21 m.) *Westerland*, in the Island of *Sylt* (Rte. 10).]

145 m. **Bredebro.** [Branch Rly. E. to *Lügumkloster* (1400), where is a very interesting 13th cent. Abbey Church.]

162 m. **Hvidding** (*Vedsted*), ✡ on the Danish frontier.

166 m. **RIBE** (3900). ✡ A royal castle existed here from the 12th to the 16th cent., but now even the ruins have disappeared, only the ramparts and moats being left. Ribe was also one of the earliest centres of Christianity in Denmark. The second church in Denmark was built here in the 9th cent., the first being that of Schleswig, then generally called Hedeby. Ribe was at that time a flourishing commercial town, and the "Jydske Lov" was printed here in 1504 for the first time in Danish. It remained a wealthy and important place during the whole of the Middle Ages; but inundations, fire, war, pestilence, and now lately the separation of Schleswig from Denmark, have well nigh destroyed the town.

The ***Cathedral,** one of the most

interesting in the N., was commenced in 1117, and constructed with stone, in part of volcanic tuff, from the neighbourhood of Andernach on the Rhine. In style also it recalls the contemporaneous buildings in that part of Europe. Numerous village churches in the neighbourhood have been built in imitation of it. It has, however, suffered by later additions and restorations. The nave and inner aisles are in pure Norman style, the outer ones having slightly pointed arches. The apse, the doorways (sculptures in granite), and the columns of the gallery and the great *cupola* are particularly interesting. The spire fell down long ago, but there is an extensive view over the surrounding flats from the square tower (155 ft.).

The Church of *St. Catharine* was part of a Dominican monastery, which is now a Hospital; the cloisters are walled up. The episcopal residence and the town-hall are interesting relics of the 15th cent.

The train proceeds N. to

176 m. **Bramminge**, on the Rly. between Lunderskov and Varde.

ROUTE 10.

HUSUM TO THE FRISIAN ISLANDS.

Steamer from Husum to (6 m.) *Nordstrand* daily in an hour; to (20 m.) *Pellworm* daily in 2½ hrs.; to (32 m.) *Wyk* daily in 3½ hrs. From Dagebüll to *Wyk*, and from Hoyer to *Sylt* (see Rte. 9). From Wyk to *Wittdün* in the Island of *Amrum* daily in 2½ hrs.

The **Frisian Islands** well deserve a visit. Both the country and the people there are interesting. The marshland on the W. coast of Schleswig, and the row of islands which gird it, are remnants of that extensive marshy country which is supposed to have formed the S. boundary of the North Sea, at the time when the English Channel did not exist, and when the North Sea itself was nothing but a large bay into which the Thames, the Scheldt, the Rhine, and the Elbe, poured their waters charged with fertile clay. The greater part of the marshy alluvial land must have disappeared when the channel was formed, but remaining portions are still seen along the coasts of England, Belgium, Holland, Germany, and Schleswig. For many centuries the inhabitants have been contesting the ground with the violence of the sea; mighty dykes stretch for hundreds of miles along these coasts, and from time to time new land is enclosed, but more is lost than gained. The west coast of Schleswig shows this in a remarkable manner.

According to King Valdemar's 'Jordebog' of 1231, there were more than 60 churches in the Frisian province of *Strand*, but after the great floods of 1300, 1362, and 1634, only 14 remained. In the flood of Oct. 11, 1634, the sea broke through the dykes in 44 places; in Nordstrand alone 6000 men were drowned, and along the coast of Schleswig and Holstein 15,000 lost their life. The soil is exceedingly fertile, and much cattle is fattened here for the English market. In the enclosed "kougs," inside the dykes, large and well-to-do farmhouses indicate the prosperity of the people; but on the unenclosed parts or "Halligs," either abutting on the dykes or forming separate islands, life is very difficult and entails many hardships. The houses are built on small mounds to prevent their being swept away by the water, which at high tides and in the winter for weeks together cover the pastures, the inhabitants and their cattle all the while being surrounded by the sea as close prisoners.

The people are descendants of the ancient Frisian nation, and have in some parts preserved their language, which is quite different both from German and Danish, though belonging to the same group of languages

as these and English. Many peculiar customs, and, as far as the women are concerned, a very picturesque national costume, have also been preserved. The sea-bathing places of *Westerland* and *Wyk* are chiefly visited by Germans, and though certainly very primitive are attractive on account of their cheapness, simplicity, and quietness.

The steamer on leaving Husum winds its way through smooth water by a very difficult and intricate course between numerous islands, of which

Nordstrand, a relic of the province of Strand, destroyed in 1634, and

Pellworm (very interesting old church and beautiful ruins of another) are the largest, accomplishing the passage to *Wyk* on *Föhr* between the tides, as most of the ground it traverses is laid dry by the ebb.

Wyk (1000), ✡ rebuilt since the fire of 1857, has a promenade, a little pier, and other appurtenances of a watering-place. The bathing is good, and the water very salt, owing to its shallowness, and the absence of fresh-water streams on the little island.

The steamer goes on to *Munkmarsch*, a landing-place on the long and narrow island of **Sylt** (Danish *Sild*). Omn. across the island to (2 m.)

Westerland, ✡ a small village on the W. coast, far more exposed than Wyk, but preferred by some for bathing. 2 m. N. of it is *Wenningstedt*, ✡ also a popular bathing-place. This island consists of a narrow strip of land 23 m. long, mostly only 1 m. wide, covered with sand-hills, to which on the middle of the E. coast is joined a small constantly diminishing peninsula of marsh land, terminating in the lofty Morsum cliff, rich in fossils. There are no trees, and the inhabitants use peat for fuel, which they extract from submarine peat-bogs laid dry at the ebb. Many of them obtain a living at the oyster fisheries, which have existed for centuries, and yield several thousand barrels annually. The fields are cultivated by the women, while the men go to sea; and in spite of all these disadvantages, the population, which is less than 3000, is very well off. Some years ago it was stated that in the Danish funds alone more than 100,000*l.* were owned in this island. In the northern part the Danish language is spoken.

Both here and on the island of Föhr a great quantity of wild duck are taken in so-called "Vogel Kojes," consisting of a large pond with canals diverging in different directions. The canals, which are about 200 ft. long, are covered with nets, into which the ducks are entrapped, partly by corn strewn on the water, partly by tame decoy-ducks. In such a "Koje" as many as 30,000 ducks are sometimes taken in a year.

From Munkmarsch there is a daily steamer in ½ hr. to *Hoyer* on the mainland (Rte. 9).

ROUTE 11.

FLENSBURG TO THE ISLAND OF ALS.

Steamers from Flensburg to Glücksburg twelve times a day, in ½ hr. to 1¼ hr. Thence to Sonderburg three times daily in about 2 hrs.

Glücksburg, ✡ in the fertile district of *Angeln*, between the bay of Flensburg and the Slie, erroneously was supposed to be the home of the Angles who settled in England in the 5th century. Originally a monastery, *Ry Kloster*, it has been inhabited by princely personages since the Reformation, and King Frederik VII. died here in 1863 in consequence of a cold which he contracted on an archæological excursion. The 16th cent. *Schloss* lies in a lake surrounded by pretty beechwoods.

The steamer traverses the Flensburg Fjord, a broad inlet of the sea, with gently swelling banks (see p. 16).

The carriage-road leads by the North-gate, along the coast, through

a wood called "Kobbermölleskoven," in the neighbourhood of which the battle of Flensburg was fought in April 1848, where the insurgents were defeated by the Danish troops; then turning E. across open fields to *Gravenstein*—an old-fashioned large manor-house belonging to the Duke of Augustenburg, surrounded by pretty woods. From thence the road turns round the small but very deep bay of *Nyböl Noer,* and soon reaches the village of *Dybböl.* Nyböl Noer (Germ. *Näbel Noor*) is connected with the bay of Flensburg by a very narrow inlet, across which the Prussians had a bridge in 1864. The Danish ironclad "Rolfe Krake" (built on the Clyde) was sent to destroy it, but could not get near enough, owing to her draught of water. She sustained a very heavy fire from the Prussian artillery without receiving any damage. This was the first actual engagement of a turret-ship in European waters, and has been the subject of much controversy, as the German artillerists erroneously maintained that their fire had driven the ironclad back.

Beyond the village of Dybböl (Germ. *Düppel*) the ground rises abruptly, forming the so-called "Dybbölbjerg," which was the scene of a fierce struggle during the last war between Denmark and Germany. From the top of the hill, where a Gothic monument from Strack's design has been erected to the fallen, there is a magnificent view over the surrounding country, which forms a peninsula called *Sundeved* (Sundewitt), and across the narrow *Als Sund* to the island of *Als* and the little town of Sonderburg. Both in 1848, after the battle of Schleswig, and in 1864, the Danish army, being compelled to retreat before superior forces, took up a position on this hill, from which it could threaten the flank of the advancing army, and where supplies could easily be obtained from Als, to which the road by sea always was open. In the first war between Denmark and Germany, the hill was left without any fortifications.

In 1848 two severe engagements, 28th May and 5th June, took place in the front of the hill, but this was never attacked; in 1849 the Danes, after a smart encounter at *Ulderup,* retired to Als, leaving the hill, save a *tête de pont,* in the hands of the enemy, who in vain attempted to force a passage over the bridges which lead to Sonderburg; but when a new war was foreseen in the years 1861–64, extensive works were erected on the crest of the hill, which resisted the attacks of the Prussians for two months. But the modern guns of the latter, which reached three times as far as the old-fashioned ordnance of the Danes, by degrees reduced the entrenchments to mere gravel heaps, and when the Prussians at last stormed the works on the 18th of April, the Danish Commander had already resolved to give up the position. The Danish army retreated to Als, which is separated from Sundeved by a very narrow but deep arm of the sea. The immense superiority of the Prussian artillery, however, enabled the latter to force a passage across the Sound (29th June, 1864), for which they had made careful preparations under the shelter of a little wood on the Sundeved side, which the Danish generals had omitted to cut down in time. The consequence was that the Danes had to quit the island by sea. Instead of the ruined Danish entrenchments the Prussians have now erected very powerful works on the hill and around Sonderburg, converting it into a formidable fortress, and a monument has been erected to commemorate the victory over the Danes.

A Bridge of Boats leads across the narrow Alser Sunde to Sonderburg, and the island of **Als**, which occupies about 100 sq. m., and has 23,000 Inhab. The town of *Sonderburg* (5800), opposite Dybböl, with a 13th cent. Castle, was bombarded and destroyed by the Prussians during the siege of Dybböl. On the height of Arukiel, about 4 m. N., the Prussians have erected another Gothic Obelisk to record their victory over the Danes. At the opening of the Fjord, 5 m. N.E. of Sonderburg, lies the attractive bathing-place of

Augustenburg,✡ with a beautiful park, the ancestral seat of the branch of the house of Oldenburg which bears that name. It came into the possession of the Danish Government when the Duke was exiled on account of his participation in the insurrection in Holstein in 1848. Now it belongs to the Emperor of Germany, and is used as barracks. About the same distance E. of Sonderburg is *Hörup Hav*, a very large and deep bay and natural harbour, by which the Danes in 1864 received their supplies for the garrison at Dybböl. The best general view of the island and its prettily indented fjords is gained from the *Hüge Berg* (240 ft.), 5 m. N.E.E. of Augustenburg. For the steamboat voyage along the fjord, see Rte 8.

ROUTE 12.

SKANDERBORG TO SKJERN.

Miles.	Stations.	Routes.
	Skanderbog . .	8
3	**Alken**	
7	**Ry**	
11	**Laven**	
15	**Sveibæk**	
19	**Silkeborg**	
37	**Ikast**	
41	**Hammerum**	
44	**Herning**	
48	**Studsgaard**	
52	**Kibæk**	
58	**Troldhede**	
70	**Skjern**	14

This Rly. runs at first N.E., through a neighbourhood exceptionally rich in forests and lakes. On the rt., 3 m. N. of *Alken*, is the church of *Dover*, with a similar tower to that of Skandrup (Rte. 8). 4 m. from *Ry* or *Laven* is the *Himmelbjærg* (see below). Close to Alken, on the l., is the *Mos Sö* (6 m. long), the largest lake in Jutland. Passing a string of lakes (*Ves Sö*, *Rymölle Sö*, &c.), to the l., and offering fine views of the country, the train approaches the prettily situated little town of

7 m. **Ry**✡ (2 m. S.W. of its Stat.). Thence over a bridge between the lakes of *Knud* and *Birk* to

11 m. **Laven**✡ (Steamer to *Silkeborg* and Himmelbjerget).

19 m. **Silkeborg** (4500),✡ originally only a manor belonging to the bishops of Aarhus. One Bishop Peter was sailing on the lake, and considering which would be the best place for a manor-house, when the wind caught his silk cap and carried it into the sea. The prelate vowed that the manor-house should be built wherever the cap should be thrown upon the shore, and the house was thence called Silkeborg. The estate came to the crown at the Reformation, but the kings rarely visited it, and the so-called "Slot" or Castle is a very insignificant building. In 1845, a large paper-mill was established here, around which has arisen a town.

Silkeborg is situated in the valley of *Guden-aa*, the largest river in Denmark, which here expands into a series of lakes, surrounded by dense beech-woods or steep hills overgrown with heath.

To lovers of wood and lake scenery the whole neighbourhood of Silkeborg is an inexhaustible source of delight. The country most worth exploring lies S.W., a little S. of the Rly., along the string of lakes through which flows the *Gudenaa*. Steamers thread the lakes as far as *Laven* (see above), whence the traveller may return to Silkeborg by train; but the best and most independent way of enjoying the beautiful scenery is to take a small boat from Silkeborg, visiting the following points of view:—Boat to (2 m.) *Thoras Höi*, on the S. bank of the *Bras Sö;* walk thence E. over the *Tindbjærg* to the **Caroline Amalies Höi* (210 ft.). Descend N.W. in 20 min. to the landing-place on the narrow channel between the Bras Sö and *Borre Sö*, re-enter the boat, and row S. in ½ hr. to the foot of the *Kongestol*

(215 ft.), which may be ascended for the view. Thence walk E. to the top of the *Aas* (290 ft.), and descend N. to the (1 hr.) *Færge* (ferry), crossing the channel between the Borre Sö and the *Jul Sö.* 10 min. N. of the Ferry is the Stat. of *Svejbæk*, and 20 min. further N.E. rises the ***Frederiks Höi** (370 ft.), a fine point of view. Finer still is the view from ***Högholt** (335 ft.), rising immediately from the N. shore of the lake, ½ hr. S.E. Here the boat should be in waiting to convey the traveller S.E. across the Jul Sö to the foot of the ***Himmelbjærg** (480 ft.), whence the best general view of the entire district is obtained.

S.S.E. of Silkeborg rises the *Nörreskov*, a group of wooded hills, to which the pedestrian may agreeably devote a long morning or afternoon. From the furthest E. point, the *Louisehöi* (240 ft.), he may descend in 20 min. to *Hattenæs*, and return to Silkeborg by steamer.

Another half day may be devoted to the *Vesterskov*, which lies S.W. of the town. The hills are reached at the (2 m.) **Vandkuranstalt**, a Bathing Establishment on the E. shore of the little *Örn Sö*, whence the *Flagstaff* (300 ft.) may be ascended S. in ¾ hr., and the **Frederik VII.'s* Höi (450 ft.) in another hour.

The train now turns S.W., skirting the *Vesterskov* on the l., but soon bends again N.W., and afterwards runs due W. to

37 m. **Ikast.** Dil. S.E. to (40 m.) *Horsens* (Rte. 8), passing through (19 m.) *Nörre Snede.*

41 m. **Hammerum.** 3 m. N. is the interesting Church of *Gjellerup* (1140).

44 m. **Herning** (2400), the largest village in Denmark. Dil. W. to (30 m.) *Ringkjöbing*, S.E. to (43 m.) *Veile*, N.W. to (23 m.) *Holstebro* (Rte. 14). Carriage-road to *Hjortsballe Höi*, *Högildgaard*, and *Arnborg* (see below). Here the Rly. turns S.W. to

48 m. **Studsgaard**, in the centre of a vast heath-district in course of reclamation, and highly interesting to the agriculturist. The country may be explored by walking S.W. to (2 m.) *Hjortsballe Höje* (260 ft.), whence a fine view is gained of the vast bog and moor; then S. by (4 m.) *Högildgaard* to (7 m.) *Birkebæk*, where the track turns W. to (11 m.) *Harreskov*, and rejoins the Rly. less than 3 m. further at

52 m. **Kibæk.** Or, by taking a longer round, the traveller may descend the river *Skjernaa* from Högildgaard S. to (4 m.) *Arnborg*, on the high road to Veile; thence S.W., still following the river, to (11 m.) *Clasonsborg*, whence a road of 8 m. leads N.W. to the Stat. at

58 m. **Troldhede.** Further on the Rly. crosses the N. arm of the *Skjernaa*, and runs nearly due W. to

70 m. **Skjern**, on the line between Ringkjöbing and Esbjærg (Rte. 14).

ROUTE 13.

AARHUS TO GRENAA.

Miles.	Stations.		Routes.
	Aarhus		8
2	**Ris Skov**		
11	**Lögten**		
14	**Hornslet**		
18	**Mörke**		
21	**Thorsager**		
24	**Ryomgaard**		
	3	**Pindstrup**	
	7	**Auning**	
	10	**Allingaabro**	
	14	**Uggelhuse**	
	16	**Volk Mölle**	
	22	**Randers**	
27	**Kolind**		
35	**Trustrup**		
38	**Aalsö**		
42	**Grenaa**		

This Rly., by means of its branch at Ryomgaard, offers a second though

circuitous route from Aarhus to Randers, and passes several places of interest. Scarcely 2 m. from *Aarhus* (Rte. 8) is **Ris Skov**, a pleasant holiday resort, worth a visit between two trains. The line runs nearly due N. to

11 m. **Lögten**, whence a dil. starts every morning at 8.45 for (20 m.) *Ebeltoft*, passing (7 m.) **Rönde**. 5 min. N.E. of the village rises the *Kalö Bavnehöj* (335 ft.), commanding a good view. A by-road leads in 20 min. S. from Rönde to the shores of the *Kalö Vig*, a pretty land-locked bay, out of which, on a little island connected with the mainland by a causeway, rise the considerable ruins of ***Kalö Slot.** Here was originally a monastery, but in 1313 a fortified Castle was built by King Erik Menved, which remained till 1672, when it was demolished in order to furnish materials for Charlottenborg Palace, in Copenhagen. Amongst notable state prisoners who have been incarcerated here, we may mention Gustavus Vasa, who was brought hither in 1518, but escaped, and after having placed himself at the head of the discontented Swedes, accomplished the final disruption of the three Scandinavian kingdoms, and founded a new dynasty in Sweden (1523). A massive square tower and part of the outer wall remain. The view over the sea is fine.

Soon after leaving Rönde the high road quits the shore, and turns S.E. past the ancient manor of (11 m.) *Möllerup* and the pretty old Church of (12 m.) *Feldballe*, from whence a by-road strikes l. to (4 m.) *Thirstrup*, whose interesting Church has a very fine carved altar, and a remarkable sculptured stone pulpit, which must have been brought from abroad.

Ebeltoft (1300) is an insignificant little town, and the immediate neighbourhood is uninteresting, but the road from here to Grenaa leads through very pretty country. Half an hour's walk from the town is a wood (*Skoven*) with a good view of the peninsula of *Mols*, whose inhabitants are celebrated in Danish popular tales on account of their supposed unconscionable naïveté, not to say stupidity, of which there are scores of ludicrous anecdotes. The southern extremity of Mols is formed by *Helgenæs*, which is only connected with the mainland by a narrow isthmus; in ancient times the latter was defended by a wall of which vestiges remain, and it was also fortified during the late wars between Denmark and Germany. It was from here that General Rye, in 1849, after having been obliged to retire before the far more numerous German army, took ship with his whole corps, and suddenly appearing before Fredericia, far in the rear of the enemy, won the battle of Fredericia. The sea is very deep quite close to the coast of Helgenæs.

Helgenæs is said to have belonged to *Marsk Stig*, who murdered King Erik Glipping in 1286, and whose adherents afterwards caused much trouble and civil war. He is supposed to have raised the above-mentioned fortification across the isthmus. The deed of Marsk Stig, and the events connected with it, form the theme of a whole cycle of ancient ballads.

The Rly., on quitting Lögten, proceeds N. through pretty country, passing the lofty tower of *Hornslet Church* (14th to 16th cent.), in which is a fine altar adorned with alabaster and carved oak. Further on is the Stat. of

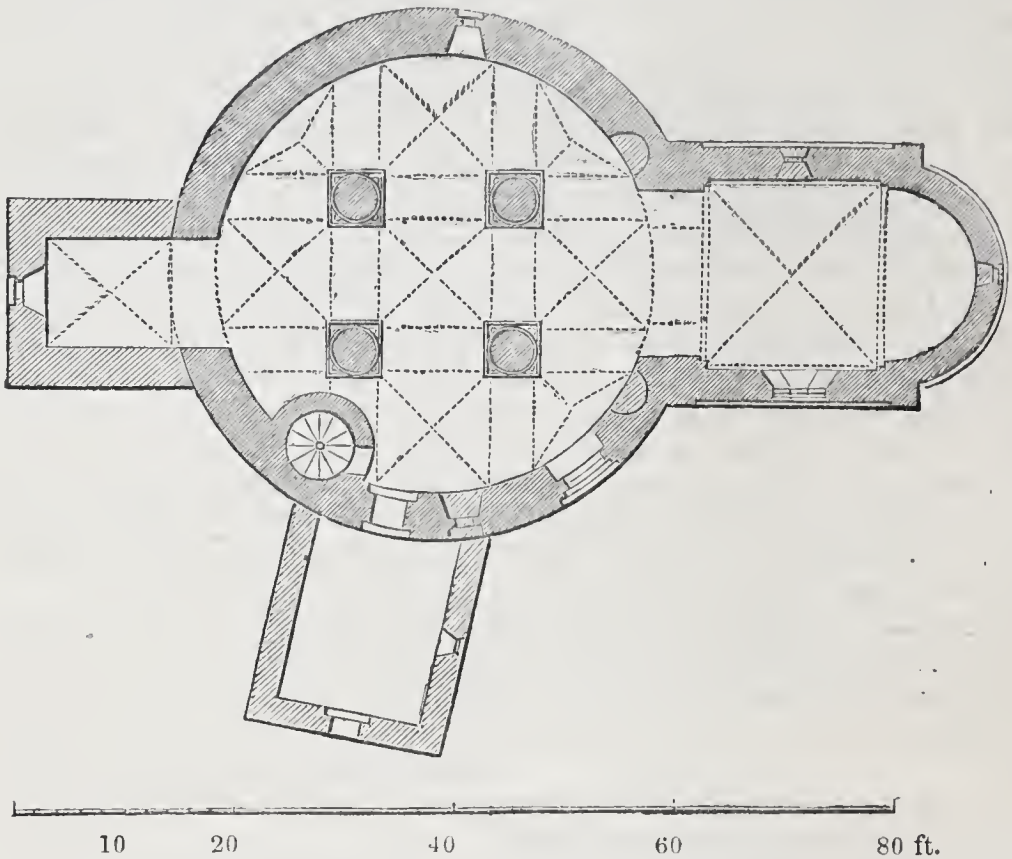
14 m. **Hornslet.** To the rt. lies the old manor-house of *Rosenholm* (1569), the seat of the Rosenkrantz family, containing a neat little Chapel and some tapestries. Here the train turns E. to reach

18 m. **Mörke**, with a very old Church having curiously sculptured stones. Dil. thrice daily S.E. to (4 m.) *Rönde* (see above). Thence N.E.E. to

21 m. **Thorsager.** Here is the finest and best preserved **Circular Church* in Denmark, built on an isolated hill,

which, in all probability, was a principal place of worship for the Scandinavian deity *Thor*. It was founded about 1200, by Bishop Peder Vagnsen of Aarhus, who also commenced the cathedral of his See. The round arch is exclusively used, and the brickwork is unusually well finished.

24 m. **Ryomgaard** Junct.,✡ whence a line runs W. to Randers, passing *Pindstrup*,✡ 2 m. S. of which is the fine manor-house of **Skaffögaard**, with very peculiar buildings, dating from the 16th cent., and a famous piece of carved furniture made of an oak which is still standing with its roots in the ground underneath the cellar. The dimensions are 14 feet by 12. The branch line next reaches the Stat. of *Auning*.✡ 4 m. N.E. is the beautiful Park of *Lövenholm*, with wild stags in its woods. The train goes on to *Allingaabro*.✡ From this Stat. may be reached several Churches of interest, mentioned in Rte. 8. A mile N. is *Veilby*, 3 m. beyond it, *Örsted*, and 5 m. further, *Holbæk*. From *Uggel-*



Ground-plan of Round Church, Thorsager. (From Marryat's 'Jutland and the Danish Isles.')

huse✡ an excursion may be made S. to (7 m.) *Klausholm* (Rte. 8). The Church is very pretty, and contains the family sepulchre of the Counts of Scheel, whose seat, *Gammel Estrup*, is about 2 m. N.W. This is one of the finest buildings in Denmark of the period of the Renaissance (1630), in a very picturesque position on one side of a broad valley. The estate has the peculiarity of never having been sold during the last 500 years, but it has only changed hands by inheritance. In the banqueting hall are woven tapestries of the 17th cent. A mile S. of *Volk* Stat. is *Essenbæk*, whose Church has a remarkable old font.

The main line, on leaving Ryomgaard, passes **Kolind**,✡ at the head of the *Kolind Sund*, originally a fjord but now an inland lake. 3 m. S.E. is the interesting Church of *Nödager*. Thence to

35 m. **Trustrup**,✡ 3 m. N.W. of which is *Lyngby*, with a Norman Church worth visiting. Dil. from

Trustrup S.W. to (13 m.) *Ebeltoft* (see above). A pleasant excursion may be made due S. from Trustrup to (7 m.) *Rugaard*, and thence N. to (15 m.) *Katholm*—both fine old manor-houses, regaining the Rly. N.W. at (18 m.) *Aalsö*. The train now turns N.E. to

42 m. **Grenaa** (2000), with an old restored church. 8 m. N. is *Benzon*, a fine old manor-house built about the year 1600, with beautiful park and woods; both from here and upon the whole from the coast near Grenaa the views over the sea are very fine. 3 m. W. of it is the Church of *Glæsborg*, with a fine and large carved altar (1618). 5 m. N.W. of this is the manor-house of *Meilgaard* built in 1573, and surrounded by hills, from which the old red building with its woods and the sea in the background make a very charming panorama.

In *Aigholm* wood, close to the sea, is the celebrated kitchen-midden of Meilgaard, the first that was scientifically explored; it was discovered in 1850, and archæologists, who bring their tools, are readily permitted to examine it. On the sea-shore itself are dunes of drifting sand overtopping the beeches and oaks of the forest, whose green tops often are seen peeping out of the sand.

ROUTE 14.

LANGAA TO LUNDERSKOV.

Miles.	Stations.	Routes.
	Langaa	8
4	**Ulstrup**	
10	**Bjerringbro**	
17	**Rödkjærsbro**	
22	**Rindsholm**	
27	**Viborg**	
34	**Sparkjær**	
45	**Skive**	
	8 **Jebjerg**	
	11 **Roslev**	
	18 **Glyngöre**	
57	**Vinderup**	
62	**Struer**	15
75	**Holstebro**	
87	**Vemb**	
	12 **Ramme**	
	14 **Bonnet**	
	18 **Lemvig**	
92	**Ulfborg**	
106	**Hee**	
111	**Ringkjöbing**	
126	**Skjern**	12
129	**Tarm**	
157	**Varde**	
168	**Esbjerg**	
179	**Bramminge** . .	9
187	**Holsted**	
204	**Lunderskov**	

A roundabout journey, starting due W. from one Stat. on the main line between Vamdrup and Frederikshavn, and returning due E. to another. The l. bank of the Gudenaa is ascended to

4 m. **Ulstrup**, with an old manor-house to the N., dating from the 16th cent., and enlarged in 1617. In the Court is a Runic Stone. 8 m. N.W. is *Skjern Slot*, an imposing Castle, once strongly fortified.

The Rly. skirts the river as far as

10 m. **Bjerringbro**, where the Gudenaa bends away to the S., and continues W. to

17 m. **Rödkjærsbro**. Dil. S. to (16 m.) *Silkeborg* (Rte. 12), passing through (5½ m.) *Kjellerup*, 3 m. N.W. of which is the old manor-house of *Aunsbjærg*, finely surrounded with extensive woods.

The Rly. now turns N.W. to

22 m. **Rindsholm**, prettily situated in a wooded country. On the left lies the *Ved Sö*.

27 m. **VIBORG** (8600), one of the oldest and most remarkable towns in Denmark. *Vebjerg* (sacred hill) was the capital of Jutland, the principal seat of national worship, the place where the national assemblies were held, kings elected, and laws given, ages before the era of written history.

The first Danish coins were struck here, and here the Reformation in Denmark took its beginning. No town in Denmark is so intimately connected with the history of the Danish realm through the whole of the Middle Ages. It has now lost its ancient splendour, and the population has diminished. Only two churches out of twelve remain, of which one, **Söndersogns Kirke**, formerly belonged to a Dominican monastery of 1230, but was rebuilt in 1728 after a fire. It possesses a very fine 15th cent. altar, originally at Frederiksborg.

The ***Cathedral**, which deserves the special attention of lovers of architecture, is 76 yds. long, 33 wide, and was founded in the early part of the 11th cent., but rebuilt between 1130 and 1170. It was restored in 1873 at a cost of 35,000*l.* It consists of a nave and aisles, transepts, and an exquisite circular E. apse, with exterior open gallery. The style is purely Norman with round arches, and a timber roof over the nave. The chancel is raised, and under it is a very interesting Crypt, untouched since it was built. This Church is one of the finest specimens of Norman architecture on the continent. Frequent fires and restorations have destroyed almost everything in the way of monuments and church furniture, but the tomb of King Erik Glipping, murdered in the neighbouring village of Finderup in 1286, by Marsk Stig, was only partially damaged by the fire of 1726. For more than four centuries after that deed, a special service called *Vaadesangen*, "the song of woe," was performed daily in the crypt. One of the few remaining relics is a coloured seven-branched candelabrum, which originally came from Lübeck in 1494. It is 9 feet high, of brass, and rests on three lions.

There is a small but interesting Museum of *Northern Antiquities* in the Council Chamber near the Cathedral.

6 m. S. (carriage 8 kr.) is **Hald.** The drive goes first across open heath formerly dense forest, of which remains are still in existence round the **Lake of Hald**, one of the most beautiful spots in Denmark. The *Castle of Hald is a classic locality in mediæval Danish history, and numberless ballads and legends refer to it; but of the old buildings only ruins are now left. Since 1868, in June and July, the heath near this lake has been regularly used for camps, where several thousand men are brought together at a time for military manœuvres. ½ m. further, very prettily situated on the lake, is *Bækkelund.* ✡ Beyond the smiling environs of Hald, the **Ahlhede** (*All Heath*), the most desolate tract in Jutland, spreads far and wide, and from some of the hills, particularly *Dollerup Bakker* (9 m. from Viborg) or *Lyshöi* (310 ft.). 2 m. further, there are highly interesting and characteristic views. The train continues N.W. to

45 m. **Skive** (3800), ✡ prettily situated at the head of its deep fjord. 12 m. N.W.W. of Skive is the manor-house of *Spöttrup* (carriage 8 to 10 kr.), near the Sound, which divides Salling from Mors. It was built in the 16th cent., with double moats, and is perhaps the best specimen in Denmark of a fortified nobleman's seat of the Middle Ages; but it is unfortunately in a somewhat dilapidated state. [Branch Rly. N. to *Glyngöre,* ✡ whence a steam ferry crosses to *Nykjöbing* on the Island of Mors. Thence to (18 m.) *Thisted* (Rte. 15), crossing the water again at *Vildsund.*

On this branch line, 6 m. N.E. of *Jebjærg,* ✡ or 4 m. E. of *Roslev,* ✡ is the interesting old granite Church of **Grinderslev Kloster.**

Nykjöbing (3700), ✡ the only commercial town in the treeless but fertile island, lies upon a tiny bay on the E. side of Mors. Its oldest Church, dating from 1664, is now desecrated, and serves as a private dwelling. The N. extremity of the island is called *Fæggeklit*, and presents an imposing cliff when seen from Fægge-

sund. The name is derived from a mythical King *Fengo*, or Fegge, who killed his own brother *Haavdevendel*, with whom he shared the dominion, and married his widow. But the murdered king's son, *Hamlet*, avenged the deed by killing Fengo; and this is one of the several local traditions in Denmark which form the substratum of Saxo's story, and afterwards served Shakespeare for a theme. The place of Fegge's castle and his grave are shown. Of such old camps or fortified places, there is a very great number on the island.

5 m. S. of Nykjöbing is **Höiris**, an interesting old manor-house in good repair. There is a very fine banqueting hall, and as the moats are full of water, and the new buildings kept in the old style, the mediæval character is well preserved. An old tradition says that once on a time the lord of Höiris discovered a criminal connection between his wife and some friend; he ordered her to be immured in the castle, and the faithless friend to be drowned in the moat. This old legend has by accident been verified; for some time ago a part of the wall between two windows in the hall fell down and disclosed a cell in the thickness of the wall lined with oak timber, and containing a female skeleton; and that of a man was soon after found in the moat. The pretty Church of *Lörslev*, a mile S.W., contains splendid monuments to the memory of former owners of Höiris.]

Our line now turns S.W. to

57 m. **Vinderup.** ✡ 3 m. E. is **Sal**, with a granite Church containing a fine old font and a beautiful altar of gilt copper wrought in relief. 3 m. N. of the Stat. is the Church of *Eising* (12th or 13th cent.), and 4 m. S.W. lies *Rydhave* manor, with fine 16th cent. buildings and garden.

The train now skirts the shore of the *Venö Bugt*, and reaches

62 m. **Struer** (2400), ✡ whence a Rly. runs N. to *Thisted*. Here the main line strikes due S. to

75 m. **Holstebro** (3900), an old town which has suffered much from fire, and then turns abruptly W. to

87 m. **Vemb.** ✡ [Branch Rly. N. to *Lemvig* (2000), on the S. shore of Nissum Bredning, passing *Bonnet*, ✡ 5 m. W. of which is *Bovbjerg*, a remarkable cliff 192 ft. in height. 3 m. S. of *Lemvig* ✡ is the very interesting old granite Church of *Romb*.] Our Rly. now strikes S. again, and passes close to the old manor of *Nörre Vosborg*.

92 m. **Ulfborg.** ✡ 5 m. W. is the interesting old granite Church of *Staby*. There is another such further on at *Hee*, near the large *Stadilfjord*, which is being reclaimed by an English company.

111 m. **Ringkjöbing** (2300), ✡ at the N.E. corner of Ringkjöbing Fjord, which has the appearance of a lake separated from the sea by a narrow strip of land, and perforated by a narrow channel which is constantly changing its position.

Dil. in a straight line E. to (30 m.) *Herning* (Rte. 12).

7 m. W. of Ringkjöbing lies the bathing-place of **Söndervig**, ✡ a good centre for visiting the Stadil Fjord, which extends to within 3 m. of the village towards the N.E. S. of Söndervig stretches the **Klitter**, a long narrow strip of land which bounds the Ringkjöbing Fjord on the W. side, and runs down through (7 m.) *Lyngvig* and (21 m.) *Bjerregaard* ✡ to (24 m.) *Nymindegab*, ✡ where the narrow entrance to the fjord is crossed by a ferry, and the road turns S.E. to (30 m.) *Nörre Nebel*. ✡ Thence S.S.E. to (44 m.) *Varde* ✡ (see below).

The Rly. now runs S.E. to

126 m. **Skjern**, ✡ [Rly. N.E. to *Herning*] and crosses the *Lönborg Aa*, to

129 m. **Tarm**, ✡ a considerable village. Dil. S.W. to (17 m.) *Nörre Nebel*, S.E. to (46 m.) *Veile*.

157 m. **Varde** (4300).✡ The original name of Varde was *Warwith*, and it is mentioned as early as the 12th cent. The neighbourhood is flat and treeless, like most of the W. part of Jutland.

Dil. W. to (23 m.) **Blaavands Huk**,✡ a primitive bathing-place on the extreme W. point of Jutland. The road traverses the *Bordrup Klilplantage*, interesting to agriculturists. Dil. N.W. through (14 m.) *Nörre Nebel* to (19 m.) *Nymindegab* (see above), 4 m. S.W. of which rises the **Blaabjerg** (210 ft.), commanding an extensive view over the flat country. Dil. N.E.E. in 10 hrs. to (49 m.) *Veile*, passing through (23 m.) *Grindsted*.

168 m. **Esbjerg** (5200),✡ where is a large harbour for the export trade of agricultural produce to England (see Rte. 2).

Steamer S.W. in ½ hr. to *Nordby* (2600),✡ a bathing-place on the Island of **Fanö**, the northernmost of that series which gird the coast of South Jutland. 2 m. W. of Nordby lies **Fanö Bad**,✡ a capital bathing-place on the North Sea. The women of Fanö do all the work on shore, whilst the men are away on the sea; they have a pretty costume, and wear masks to protect them against the sun while ploughing and reaping. Near (10 m.) *Sönderho*,✡ at the S. end, are several *Fugleköjer*, like those on the Frisian islands (Rte. 10). The train now turns due E., passing

178 m. **Bramminge Junct.**✡ (for *Ribe*), and maintains the same direction, passing the large village of *Holsted*,✡ as far as

200 m. **Lunderskov** (Rte. 8).

ROUTE 15.

STRUER TO THISTED.

Miles.	Stations.	Route.
	Struer	14
4	**Humlum**	
8	**Oddesund Syd**	
9	**Oddesund Nord**	
14	**Hvidbjerg**	
22	**Ydby**	
24	**Hurup**	
29	**Bedsted**	
37	**Snedsted**	
41	**Sjörring**	
46	**Thisted**	

The Rly. runs N.N.W., crossing an arm of the Limfjord by a long bridge, and reaching the shores of the *Nissum Bredning* at

4 m. **Humlum.**✡ Dil. W. in 3 hrs. to (14 m.) *Lemvig*. Soon afterwards the *Oddesund* is crossed by a steam ferry. The latter is said to be named after Otho the Great, who hurled his spear into the sea on his arrival so far north. The train now proceeds to

22 m. **Ydby**,✡ whence a Dil. runs N.W. in an hour to (4 m.) *Vestervig* (see below).

24 m. **Hurup.**✡ Dil. E. to (19 m.) *Nykjöbing* (Rte. 14), crossing the *Næssund* or *Thy* by ferry. Dil. W. to (5 m.) **Vestervig.**✡ Here was the *Vestervigkloster*, one of the most remarkable ecclesiastical institutions in Denmark, founded in 1110, of which now only the Church remains, an imposing structure (200 ft. long) built of granite. There are several sculptured stones, of which one doubtless represents the patron saint of the monastery, *St. Thöger*. In the churchyard is a huge tombstone with two crosses and a marginal inscription in very old character, now illegible. Tradition, however, says that under it rest the sister of King Valdemar I., called Liden Kirstin in the ballads, and her

lover, Prince Buris, who seduced her. The king killed his unhappy sister, and the Prince was cruelly tortured and imprisoned for life; but they were eventually, according to the ballad, buried in one grave. The sepulchre in question is really double, and contains the bones of a man and a woman.

4 m. S. is the *Agger Canal*, which leads from the large inland lake or fjord of the *Nissum Bredning*, into the North Sea. A narrow strip of land bounds the fjord on the W., through which the sea from time to time forms openings, which again close up. It is certain that the communication was open in the 11th cent., because it was through this that St. Kanut intended to sail with the large fleet which he had collected with a view of landing in England and wresting its Crown from William the Conqueror, when the latter by means of bribery frustrated the plan. But Saxo Grammaticus, who wrote about 1200, says that at that time there was no outlet. The present opening was made in a tremendous gale, accompanied by a high tide, on the 3rd of Feb., 1825, and the channel then formed is still open. The protecting sand-hills were destroyed at the same time, and the sea is constantly encroaching. Three villages have already been swallowed by the waves, and the place where the Church of *Agger* stood is now far in the sea. The village of Agger lies 4 m. W. of Vestervig, and may be reached by carriage from the hotel.

29 m. **Bedsted.** Dil. S.W. to (6 m.) *Vestervig.*

41 m. **Sjörring.** Here is a Church with a remarkable monument, said to be of that of Bp. Magnus of Börglum, drowned near Tvorup on the way from Bremen in 1065. Quite close by is *Sjörring Vold*, the remains of an ancient Royal castle. On the left stretches the dry bed of the *Sjörring Sö*, formerly an inlet from the sea, now drained, and converted into grazing land of amazing fertility. Everywhere barrows, dolmens, old camps, and fortifications meet the eye, and many of the old Danish ballads refer to this neighbourhood.

46 m. **Thisted** (5400), prettily situated on the N. shore of Thisted Bredning, has become a thriving town since 1825, when the formation of the Agger Canal again opened communication with the North Sea. The Church is handsome, with fine altarpiece and pulpit. 12 m. N.W. lies the bathing-place of **Klitmöller**, (Dil. daily in 2½ hrs.). Dil. or steamer E. to *Aalborg* (Rte. 15). 12 m. N. of Thisted is the town of **Hansted**, with its adjacent lighthouse of *Hanstholm Fyr*. The coast here affords a very striking illustration of the peculiar characteristics of the country—everywhere isolated groups of hills are surrounded by level meadows, evidently old arms of the sea, and the local names confirm in the most unmistakable manner the belief that Thyland was in the Middle Ages an archipelago. A frequent phenomenon here is the so-called *Jordfald*, when the ground suddenly gives way and falling in forms a sort of caldron. It is here, and in the island of *Mors* close by, that earthquakes are felt more than in any other part of Denmark, and the geological strata bear witness of violent revolutions.

The island of *Mors* may be explored from Thisted by carriage S. to the ferry at (6 m.) *Vildsund*, and thence to (12 m.) *Nykjöbing* (Rte. 14).

ROUTE 16.

AALBORG TO THISTED, BY STEAMER, THROUGH THE AGGERSUND, OR BY CARRIAGE-ROAD.

Crossing the Limfjord at Aalborg, the road and Rly. reach

2 m. **Nörre Sundby** (Rte. 8), whence the latter continues N., while the former strikes N.W. past the old

moated manor-house of (5 m.) *Rödslet* (16th cent.) to

14 m. **Aabybro.** 2 m. E. is the boundary of the *Vildmose,* an extensive moor covering about 50 sq. m., and entirely impassable, as the greater part of it has the character of a quagmire. It appears that at the bottom trees are standing erect, proving that it owes its existence to a subsidence of the ground, which is so much the more remarkable, because the whole of this country has been subjected to an upheaval in historic times. About 1 m. S.W. of Aaby is the manor of *Birkelse,* with a beautiful garden.

The road now runs a little S. of W. to

33 m. **Fjerritslev,** chief town of the *Hanherreder,* a strip of land between the Limfjord and the North Sea, connecting Vendsyssel with Thyland. Thence W. to

44 m. **Bjerget,** and S.W. to

61 m. **Thisted** (Rte. 15). Dil. daily from Aalborg in 13 hrs. (7½ kr.). Another road runs S. of the fjord from Aalborg to

17 m. **Nibe** (1500), ✡ strikes S. to *Skjörbek,* and turns W. again to

36 m. **Lögstör** (see below). Dil. daily from Aalborg in 7 hrs. (4 kr. 20 ö.).

Most travellers, however, will prefer the steamer from Aalborg through the *Aggersund* to Lögstör, and from thence to Thisted; and as the objects of interest which lie along the road may be conveniently visited from the Inn at the Aggersund, they are described in the reverse direction below.

The **Limfjord,** which at Aalborg has a width of 600 yards, and on the whole course from its mouth at *Hals,* on the Kattegat, to (17 m.) Aalborg, scarcely ever exceeds a mile in width, widens almost at once W. of Aalborg into the *Nibe Bredning,* containing a number of small islands and three larger ones, *Egholm, Gjöl,* and *Öland.* The latter is rich in beautiful timber, and will be noticed below. The Breding (or *Broad*) derives its name from the little town of *Nibe,* on the S. shore, where the steamer stops. Further W. the fjord again becomes narrower, the width being reduced to 300 yards at the *Aggersund,* ✡ where is a ferry.

Nearly opposite *Aggersborg,* an old royal residence W. of the Inn at the ferry, is **Lögstör,** ✡ a new place of 1500 Inhab., which no doubt soon will become an important town. The navigation of the Fjord is very difficult here on account of sand-banks, and a canal has therefore been cut about 2½ m. long, whereby these are avoided. 5 m. E. of Lögstör is *Salling,* with a beautiful granite church of the 12th cent.

From the Aggersund three excursions may be recommended—to *Öland,* to *Svinklöv,* and to *Bulbjerg.*

The road to *Öland* (see above) leads N.E. through the village of (4 m.) *Beistrup,* from which the fine cromlechs at *Gundelstrup* may be visited. Thence by (3 m.) *Haverslev* to (5 m.) *Kokkedal,* a beautiful old manor-house in a charming situation. Passing (4 m.) *Bratskov,* another old manor-house, and turning S. to the Church of (3 m.) *Brovst,* with a very fine picture and some beautiful old vestments, we reach (2 m.) *Öxeby,* whence a road leads to Öland. The sound is very shallow, and in most places a man can wade over; in 1857 a labourer in doing so discovered a massive gold ring, worth 130*l.*, which is now in the Museum of Northern Antiquities in Copenhagen. According to tradition, a naval battle was fought here in very remote times. The manor-house of *Öxholm* on the Island was formerly the 12th cent. Convent of *Ökloster,* and the fine church is still tolerably well preserved. The woods (nearly 1000 acres) are delightful, but it is necessary to bring provisions, as there is no inn, although there are two large villages.

To **Svinklöv,** a very remarkable and

picturesque chain of chalk-hills on the N. coast, the road runs N. by *Skjærpingegaard* with a fine *Jættestue*, past the very old manor of (8 m.) *Aagaard*, with numerous barrows, camps, &c., which abound in the whole of this tract. Near Aagaard is *St. Jörgensbjerg*, where a great battle in 1442 was fought between the ever rebellious peasants and king Christopher, in which the latter was victorious, mainly because the men from Thyland and Mors deserted their comrades the Vendelboers. An old ballad describing the event is still preserved, and to this day the latter taunt the traitors with their conduct on that occasion. 3 m. further N. is *Fjerritslev*, whence the road leads N.E. to (5 m.) *Hjortsdal*, just inside the hills. From the heights fine views are gained over the *Jammerbugt* or Bay of Woe, where numerous wrecks stretching their black ribs out of the sand tell a mournful tale of frequent disaster. E. of the cliff is *Lerup*, where the carriage should be left in order to explore on foot the *Fossedal*, a deep and picturesque valley. Through the valley of Langdalen we return to *Lerup*, and thence to Aggersund past *Bratskov* and *Kokkedal* (see above). The excursion occupies the whole day, but repays the traveller.

Bulbjerg is a similar cliff to *Svinklöv*, and about 12 m. further W.; in front of the cliff is *Skarrekkit*, an isolated rock 60 feet high, round which the sea rushes foaming and thundering, whenever the wind is high. The distance from Aggersund is about 17 miles, and there are two roads, the ordinary high-road and a side road along a new dyke which has been thrown across the *Bygholm Veile*, a shallow inlet, formerly a sound connecting the Limfjord with the North Sea, but now almost dry. In any case, it is convenient to stop at *Bjergets Kro*, an inn about 2 m. from Bulbjerg, and leave the horses there.

West of Lögstör the Limfjord widens considerably, forming the Lögstör and Liv Bredning. To the S. are seen the high cliffs of the Island of *Fur*. E. of Fur a branch of the sea penetrates southward about 15 m. inland as far as *Skive;* to the W. *Sallingsund*, which in parts is very narrow, separates the peninsula of Salling, behind Fur, and formerly itself an island, from the island of *Mors*, which bounds Lögstör Bredning to the west. The numerous alternating sounds and Brednings give to the Limfjord a very peculiar character, and the whole country bears the most unmistakable stamp of being, as it were, only half emerged from the sea. The cliffs at Fur, Mors, and other places, consist of *Moleer*, apparently a kind of clay, but entirely consisting of the shells of *Diatomaceæ*. The steamer crosses the Lögstör Bredning in a straight line W. from Lögstör to the Fæggesund, and reaches **Thisted**.

PART III.

FYEN.

LIST OF ROUTES.

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17. Hamburg to Copenhagen, by Fredericia, Tommerup, **Odense, Nyborg,** and Korsör—The Land Route. Rail and Steam-ferry	42
18. Odense to Bogense. Rail .	45
19. Odense to Faaborg and **Svendborg.** Rail . . .	45

ROUTES.

ROUTE 17.

FREDERICIA TO NYBORG.

[HAMBURG TO COPENHAGEN, BY FREDERICIA, ODENSE, NYBORG, AND KORSÖR.]

Miles.	Stations.	Routes.
	Fredericia . . .	8
	Strib	
3	**Middelfart**	
9	**Nörre Aaby**	
12	**Eiby**	
18	**Aarup**	
21	**Bred**	
25	**Tommerup**	
	10 **Flemlöse**	
	14 **Ebberup**	
	18 **Assens**	
34	**Odense** . . .	18, 19
40	**Marslev**	
43	**Langeskov**	
45	**Ullerslev**	
52	**Nyborg**	

By a combination of Rtes. 8, 17, and 20, Copenhagen may be reached from Hamburg in a long day of 13 hrs., starting at 8.20 A.M. Through fare, 1st cl., 44 marks 10 pf.; 2nd cl., 31 m. 90 pf. Return, within 10 days, 62 m. 40 pf. and 45 m. 20 pf. Distance, including the two steam ferries, 326 m. Hand luggage examined at *Vamdrup;* good Buffet at *Fredericia.*

Fyen, which is separated from Zealand by the Great Belt and from Schleswig by the Little Belt, is one of the most fertile and best cultivated parts of Denmark, agreeing in its natural properties and general aspect with Zealand. The special points of interest are Odense, the magnificent Parks of Glorup, Trolleborg, and Valdemar's Slot near Svendborg, and the trip round the Island of Taasinge in the same neighbourhood by steamer.

From a side line at **Fredericia** Stat. a train conveys passengers to the steamer, a distance of only a few yds. The passage across the Little Belt occupies about ¼ hr., but there is a long delay at **Strib,** on the coast of Fyen, before the departure of the train. The landing-place lies quite isolated, and the Rly. runs thence to

3 m. **Middelfart** (3100), ✡ an ancient

town, and the seat of the oldest guild in Denmark, that of the dolphin-hunters (*Marsvinejægere*). A great number of these animals, which during the winter arrive in shoals, are killed annually. Before the construction of the Rly., the channel was crossed between Middelfart and (1¼ m. N.W.) *Snoghöi*. The park of

**Hindsgavl*, situated on a peninsula, 1½ m. W., and open to the public (as indeed are most of the large parks in Denmark), is a beautiful point of view.

S. of Hindsgavl is the little Island of **Fænö**, thickly wooded on the N. side, and worth a visit between two small steamers which ply on the Fjord from Middelfart to Kolding (Rte. 8). This excursion is highly recommended.

9 m. **Nörre Aaby.** Pleasant walk N. through the *Baaring Skov* (fine view over the bay), and then E. through *Skovhöirup* to *Eiby*—a round of 17 m.

12 m. **Eiby.** 7 m. S.W. lies the interesting manor-house of *Wedellsborg*, prettily situated on a promontory, with charming views over the Little Belt.

The train proceeds through a rich and undulating district to

18 m. **Aarup.**✡ Dil. S. to (12 m.) *Assens*.

21 m. **Bred.** 3 m. N.E. is *Vissenbjerg*, commanding a very fine view.

25 m. **Tommerup.**✡ [Branch Rly. S.W. to

Assens (4000),✡ on the Little Belt. There is a good view from the Cemetery, which contains two fine monuments to the soldiers who fell in 1848 and 1864. Excursions may be made to the woods of *Fredriksgave* and the Church of *Dreslette* (3 m. further E.), with a fine view from its Observatory-tower. The manor-house of Frederiksgave lies only 1½ m. S. of the Rly. Stat. at *Ebberup*,✡ 4 m. S. of Tommerup rises the *Fröbjærg Bavnehöi* (435 ft.), the highest point in Fyen, commanding an extensive view.]

34 m. **ODENSE** (31,000)✡ is one of the oldest towns in Denmark, the original name being *Odinsve*, a place sacred to Odin, the principal deity of the heathen Scandinavians. It is a flourishing place, and the population has nearly trebled in this century. Immediately opposite the Central Stat. (see Rte. 19) a short cut for pedestrians leads into the town, skirting a Public Garden. At the point where the telegraph wires leave the path, the traveller keeps straight on, crosses the road, and finds standing back on the left in the Skolegade the

Museum (Free on Sun. and Wed., 12 to 3; open to strangers at any time, 50 öre), containing a good Collection of Northern Antiquities, and particularly strong in specimens of the Stone age. Ground floor on the l., prehistoric curiosities, bronzes, silver goblets, weapons; to the rt., flint implements, very curious and large. First floor, casts and a few stuffed birds; second floor, insects, shells, birds, eggs, and animals, with a small but interesting series of coins.

Continuing in the same direction, and turning to the l. through the first busy street, on the rt, is reached an open space near the cathedral, with a bronze Statue of King Frederik VII., by *Bissen*, representing the king giving the Charter of 1848, which is still the constitution of Denmark.

The Protestant **Cathedral**, or Church of *St. Canute*, is open from April to Sept. from 4 to 6 P.M., and in Oct. and Nov. from 9 to 11. The sacristan attends at these hours to show the Choir, Crypt, and Chapels (1 kr. for one to six persons). Knud, the national Saint of Denmark, was a grandnephew of Canute the Great, and ascended the throne in 1080. He collected a large fleet and army with which he intended to dispute with William of Normandy the conquest of England. But the emissaries of

William having succeeded by bribery in creating insubordination in the army, it separated before the king's arrival. This gave rise to bad feeling between him and many of his subjects, on whom he inflicted severe punishments. An insurrection broke out, and he was killed in 1086 at Odense in the Church of St. Albanus, while kneeling before the altar. He was canonised in 1101 as the first Danish martyr, and buried the next year with great pomp in this church, which he had begun to build, but which was finished after his death.

The Church is a fine specimen of early pointed Gothic brick architecture, but is at least two centuries later than Canute's church, and the spire cannot be earlier than the 16th cent. Even the shafts and mullions are of brick, having no capitals; and the whole is effectively relieved by glazed black tiling.

Over the high altar is a very remarkable carved *triptych by *Claus Berg*, 16 ft. high, 20 ft. broad, when open, with more than 300 figures, and more than 300 sq. ft. of surface. The famous artist, a native of Lübeck, made this altarpiece for the Greyfriars Church, at the expense of Queen Christina, towards the close of the 15th cent. The latter very fine Church having been demolished in 1806, the altarpiece was placed in the Frueskirche, and removed hither in 1884. Each wing is divided into eight compartments, illustrating scenes in the life of our Lord. In the centre are the Coronation of the Virgin, the Crucifixion, and the Nativity, with other subjects. Below is a predella, with Royal Danes and donors adoring the risen Saviour.

The shrine of St. Canute, in the semi-crypt, is a singular example of Romanesque woodwork. The pall was worked by his queen. Near it, on the S. side, is a similar tomb of his brother Benedict, who gallantly defended him, and fell at his side. Both are of oak, and were formerly covered with gold and silver plate and jewels, stolen by the Swedes. On the l., at the end of the crypt, is a marble slab removed from another Church, and set up on end, bearing the effigy of King John II. and his wife (1513), rudely carved. In the upper Church, at the end of the rt. aisle, is a chapel containing a fine monument by *Quilinus* to General Hans Ahlefeldt, who distinguished himself at the siege of Copenhagen in 1658. Also some curious sarcophagi of wood, iron, and gilt bronze, containing the remains of other members of the same family. To the l. of the high altar is the monument of Countess Skofgaard (1613), surrounded by 16 armorial bearings.

At No. 3 in the Munkemölle Stræde, S.W. of the Church, is a slab indicating the house in which the poet H. C. Andersen, whose tales are so well known in England, was born in 1805. He was the son of a cobbler. The **Frueskirke**, at the E. end of the town, is a fine building of red brick dating from the 12th cent., and the oldest in Odense. *St. Hans Kirke* is a good example of Gothic brickwork. There are pretty walks along the river, to 'Fruens Böge,' a beech plantation, and to *Naesbyhoved* on the road to Bogense, where is a tumulus dedicated to Odin, besides ruins of a castle, and a pleasing view.

A small steamer plies to Fruens Böge.✡ (For the Rly. see Rte. 19.) 8 m. N.W. of Odense is the *Komigjen Kro*, a roadside Inn, ¾ m. S. of which lies the fine manor-house of **Langesö**, in a pretty situation on a lake.

The train proceeds to

40 m. **Marslev**, 4 m. S. of which, in the church at *Fraugde*, is the sepulchre of *Thomas Kingo*, son of a Scotch weaver, who settled in Denmark in the 17th cent. He was a celebrated composer of church hymns, of which very many are still in use; he died as a bishop at Fraugde manor-house, which belonged to him. On the l., half-way between this and the following Stat., is *Birkende*, the birthplace of Hans Tausen, the principal of the Danish Reformers.

45 m. **Ullerslev.** Dil. N. to (8 m.) **Kjerteminde** (2500), 5 m. S.W. of which is the fine manor-house of *Ulriksholm* (1646). 7 m. N. of the town lies *Schelenborg*, and 3 m. further *Brockdorff*, both with beautiful gardens. 5 m. beyond Brockdorff we reach *Fynshoved*, the highest N. point of the peninsula of Hindeholm, with a fine sea view. Near *Martofte*, between Schelenborg and Brockdorff, are several important and interesting Tumuli.

52 m. **Nyborg** (6000) was a fortress up to 1869, but the ramparts now serve as a promenade. The red brick Gothic Church (1388–1429) is interesting, but is always closed; and the sacristan, as everywhere in Denmark, expects a crown for opening the door. The neighbourhood is rich and pretty, and a walk to the ancient manor-house of *Holckenhavn* (2 m. S., crossing a ferry), with fine chapel and good carvings, is well worth the trouble.

Opposite the Stat., a sign-post indicates the path to the *Bad Hotel*. Following it for five minutes, a remarkably pretty Cemetery, planted as a garden, is passed on the left. On reaching the road beyond it, we still turn to the rt., pass under the Rly., and soon enter a dense wood of tall straggling beeches. At the end of the wood, close to the Great Belt, is the Hotel, a favourite resort in summer for sea-bathing, and a cheap Pension. It offers a pleasant stroll of 20 min. from the Stat., and a quiet bathe may be had from the shore close by.

Steamer in 1½ hr. to (17 m.) *Korsör* for Copenhagen (Rte. 20).

The old high road between Nyborg and (23 m.) Svendborg passes several fine manor-houses, and is strongly recommended. It crosses the ferry to *Holckenhavn* and runs S. to (7 m.) *Öxendrup*. On the rt. is the magnificent Park of **Glorup* (Rte. 19). The road goes on to (9 m.) *Hesselager*, near which is the curious **Damesten*, 50 yds. in circumference and 42 ft. high. The church and manor-house are both worth seeing. For a fuller description oft he road, see Rte. 19.

ROUTE 18.

ODENSE TO BOGENSE.

Miles.	Stations.	Routes.
	Odense . . .	17, 19
3	**Næsby**	
10	**Otterup**	
13	**Kappendrup**	
24	**Bogense**	

On quitting **Odense**, the Rly. crosses a long bridge, and runs N. through a flat treeless country to

3 m. **Næsby.** The wooded hill near the Stat. was once crowned by a Castle. A glimpse of the Fjord is obtained on the rt. before reaching

10 m. **Otterup**, where the line turns N.W. to

13 m. **Kappendrup.** The course is now due W. nearly all the way to

24 m. **Bogense** (1900), an old town with a tiny harbour on the *Lille Belt*. From the hill, on which stands the Church, there is a pretty view across to the wooded Island of (7 m.) Æbelö, and further left to the (16 m.) *Björns-Knude*, a promontory on the S.E. coast of Jutland.

ROUTE 19.

ODENSE TO FAABORG AND SVENDBORG.

Miles.	Stations.	Routes.
	Odense . . .	17, 18
3	**Fruens Böge**	
9	**Aarslev**	
13	**Ringe**	
	7 **Höirup**	
	11 **Korinth**	
	19 **Faaborg**	
18	**Kværndrup**	
22	**Stenstrup**	
29	**Svendborg**	

From the S. Station at **Odense** the

train runs S.W. to **Fruens Böge** (Rte. 17), and thence a little E. of S. to

9 m. **Aarslev.** ✡ 5½ m. W. is the manor-house of *Söbysögaard*, prettily situated on the Söbysö. The building was modernized in the last century, but has been restored in its original style, with pointed gables and spire-capped turrets.

13 m. **Ringe.** ✡ A pleasant drive may be taken from this village to *Glorup* (see below), proceeding N.E. by *Töistrup* to the fine Park of (5 m.) **Ravnholt**, and thence S.E. to (3 m.) *Lykkesholm*, formerly called **Magelund**, after an old Castle which still exists on the banks of a prettily wooded lake. Beautiful walks lead through the grounds. From this point the road leads E. to the handsome manor-house of (2 m.) *Örbæklunde* (see below), and turns S.E. to (5 m.) *Glorup*.

From Ringe a branch line turns S.W. to *Faaborg*, passing *Korinth*, ✡ 2 m. N.E. of which is the interesting old country seat of **Brahetrolleborg*, with a fine Park and Gardens. 2½ m. N.W. on a pretty lake lies the beautiful manor-house and Park of **Arreskov**. The Castle, destroyed in 1264, was rebuilt in 1573, and has been restored. Thence to

Faaborg (3800), ✡ on the Little Belt, where is a 15th cent. Church, having twenty finely carved Choir-stalls, and a handsome altar of 1511. At the high altar is a painting of Christ at Emmaus, by *Marstand*. 3 m. W. is the manor-house of *Hvedholm* (1590), and 2 m. further is the exceedingly interesting Church of **Horne**, originally circular, with an added chancel and a Gothic tower. 4 m. E. is the beautiful Park of *Holstenhus*, near which is the hill of *Kongshöi*, commanding a fine view.

Opposite Faaborg is the island of *Lyö*, where Valdemar II. was captured and carried away by Count Henrik of Schwerin in 1223.

The main line continues nearly due S. to

18 m. **Kværndrup.** 2 m. W. is the fine old mansion and Park of **Egeskov*. Thence through very attractive scenery to **Svendborg** (see below).

A steam ferry crosses the Sound to the Island of **Taasinge**, where the chief points of interest are the view from the tower of *Bregninge* Church, and **Valdemar's Slot*, a Castle on the E. coast.

The ferry plies at the half hours, returning at the hours (10 ö.). From the landing-place at *Vindeby* a road ascends gently S. to (3 m.) *Bregninge*, ✡ (240 ft.), the tower of whose Church commands a justly celebrated *view (25 ö.). From hence the traveller may easily trace out the direction of the cross-roads which will lead him E. to (3 m.) *Valdemar's Slot*, the high road making a long circuit. The *Castle is vast and imposing, and is surrounded by a magnificent Park and beautifully laid-out Gardens. Outside the E. gateway there is a pretty walk along the shore of the Fjord. Hence a good road leads N. to (1 m.) **Troense**, ✡ where a small steamer touches three times a day, reaching Svendborg by way of *Christiansminde*, ✡ and the fine woods and garden of *Hestehaven*, in ½ hr. Or the pedestrian may continue N.W. along the bank of the Sound to (½ m.) *Frederiksstad*, and thence to (2 m.) *Vindeby*, recrossing the ferry to Svendborg.

By landing at *Christiansminde* (see above) a charming walk of 1½ hr. will take the traveller back to Svendborg by way of the Villas *Bella Vista* and *Bellevue*, the rising ground at *Orkil Bakke* (fine view), the pleasure-resort of *Caroline Amalie Lund*, and the *Ovinehöi* (170 ft.).

29 m. **Svendborg** ✡ (Rte. 8). Some of the country seats which may be visited from hence are surrounded by *Parks and gardens which can hardly be matched in England. They are best seen by taking a carriage from Svendborg to (23 m. N.) *Nyborg*. There are two roads, but the points of interest may be mostly combined; or the traveller can go by one and return by the other. The E. or old road, nearest the

coast, passes (8 m.) *Broholm*, with three pretty spires. 3 m. E. of the village is the small bathing-place of *Lundeborg*, ✡ on the sea. (Steamer to Nyborg.) We next reach the manor-house of (4 m.) *Hesselagergaard* (1538), near which is the *Damesten*, the largest boulder in Denmark, 42 ft. above ground, and 56 yds. in circumference. The house stands back to the rt. of the road, 2 m. N. of Lundeborg. Thence by *Kongshöi Hammerværk*, prettily situated in a deep valley, where a little river affords water-power for several mills, and past the manor-house of *Holckenhavn* (Rte. 17) to *Nyborg*.

On the return, the inland or W. (new) road leads through (7 m.) *Örbæk*, close to which is the fine mansion of *Örbæklunde* (1593). 6 m. further is ***Glorup**, the seat of Count Moltke-Glorup, with a beautiful garden covering 120 acres, fine hothouses, and magnificent timber. This Park, the most important of all, may be visited in an easy day's drive from Svendborg and back.

The high road to (20 m.) *Faaborg* leads past (3 m.) *Hvidkilde*, and (16 m.) *Holstenhus*, with fine parks open to visitors.

14 m. S.W. of Svendborg lies the Island of **Ærö**, with its two little ports of *Æröskjöbing* ✡ and *Marstal*. ✡ **Æröskjöbing** (1500) is situated on the N. coast, and a road runs thence S.E. to (8 m.) **Marstal** (3000), at the E. extremity of the Island. The highest point is the *Synneshöi* (220 ft.), about 7 m. W. of *Æröskjöbing*, reached by a road which runs S.W. to avoid the bay, and then turns N.W. The same road, continuing S.W., leads to the low cliffs of the (4 m.) *Voderup Klint*, which stretch for about 2 m. along the S.W. coast of Ærö.

A Steamer crosses the Sound S.E. from Svendborg to (8 m.) **Rudkjöbing** (3500), ✡ the market town of the Island of *Langeland*, which has a length from N. to S. of 32 m., and a breadth varying from 2 m. to 5 m. Steamer S.W. to *Marstal*, N.W. to the little landing-place of *Lohals Have*, about half-way to Korsör. 8 m. N.W. of Rudkjöbing is the interesting and historical old Castle of **Tranekjær Slot**, ✡ a royal domain as far back as 1231.

On the E. side of the Island, 6 m. from Rudkjöbing, is **Spodsbjærg**, ✡ whence a steamer plies daily in 1¾ hr. to *Nakskov* in Lolland (Rte 29).

PART IV.

ZEALAND AND MÖEN.

LIST OF ROUTES.

ROUTE	PAGE
20. Nyborg to **Copenhagen**, by Korsör, Slagelse, **Sorö**, **Ringsted**, and **Roskilde**. Steam-ferry and Rail	48
21. Copenhagen to **Klampenborg**. Steam Tramway and Rail. The **Dyrehave**	74
22. Copenhagen to **Helsingör**, by Hilleröd (**Frederiksborg**). Rail	76
23. Copenhagen to Frederikssund. Rail	82
24. Roskilde to Kallundborg. Rail	84
25. Roskilde to Vordingborg, by Kjöge and Nestved. Rail	85
26. Kjöge to Stubberup. Rail .	87
27. Slagelse to Nestved. Rail .	88

ROUTES.

ROUTE 20.

NYBORG TO COPENHAGEN.

Miles.	Stations.	Routes.
	Korsör	
11	**Slagelse** . . .	27
20	**Sorö**	
29	**Ringsted**	
38	**Borup**	
49	**Roskilde** . .	24, 25
67	**Frederiksborg**	
69	**Copenhagen**	21, 22, 23

For the through journey from Hamburg to Copenhagen, see Rte. 17. On quitting the Stat. at **Nyborg** ✡ the train goes on to the Harbour, where passengers embark on a large Steamer, crossing the Great Belt in 1½ hr. to *Korsör*, where the train is resumed. In the middle of the Belt the small island of **Sprogö** affords a very convenient stage for the ice-boats, by means of which the passage is effected in winter. There is rarely solid ice in the Belt affording a fair passage for sledges. The standing ice merely fringes the coasts, while that which lies further out shifts with every tide and current. The mails, and such passengers as are disposed to try it, are then brought over in large boats, which are drawn by men across the ice where it is strong enough, and rowed or paddled through the open parts. The whole distance being 17 m., a stage on the road is often very acceptable, and frequently passengers and crew are obliged to spend one or more days on the island. Sprogö is a mile in circumference, and contains only a lighthouse and a plainly furnished hostelry, which is never used except when there is ice in the Belt.

Korsör (4700), ✡ forms the most important junction of the different lines of internal communication in Denmark, but has nothing to attract the attention of the traveller. The little bay, which is separated from the

sea by a narrow peninsula on which the town is built, and which, on account of the narrowness of the inlet, looks like a lake, has become known in the archæological world for so-called 'coastfinds,' accumulations of rudely manufactured stone implements met with near the seashore, and no doubt traceable to the pre-historic inhabitants of the country. 2 m. E. lies the *Korsör Skov.* ✡ Good view from the *Rundehöi* near the Restaurant.

The train proceeds to

11 m. **Slagelse** (6800), ✡ one of the oldest towns in the country, its charter dating from 1280. It has, however, been repeatedly devastated by fire. Here the Rly. for *Nestved* turns off to the rt. Our line soon enters one of the most attractive districts of Zealand, rich in extensive forests and beautiful little lakes, one of which is seen to the l. on the approach to *Sorö.* ✡ The large white building in the wood on the opposite bank is Sorö Academy (see below). The town is 1½ m. distant and is not visible from the train.

20 m. **SORÖ** (1900) is a comparatively modern little place, owing its origin to a monastery of the Cistercians, founded in 1161, but secularised at the time of the Reformation and transformed in 1586 by Frederik II. into a public school (*Academia Sorana*). The great Danish writer LUDVIG HOLBERG, who died childless in 1754, left his large property to this institution, which is one of the richest in Denmark, having an income of about 10,000*l.* a year. The old buildings of the school were unfortunately destroyed by fire in 1813, whereby its exceeding valuable library was lost; but its Natural History collections are worth a visit.

The ***Church** of the former monastery is 220 ft. long, 68 wide, and 52 high; the main arches and vaulting of the nave are pointed, but the original round arches are preserved in the aisles and the chancel, which is square, with two lancet windows. Numerous celebrated persons have been buried here, amongst whom was *Bishop Absalon* (1201). His grave was opened in 1827, when the skeleton was found with a crozier at the side, holding a silver chalice in the folded hands. It is covered by a slab on the pavement, immediately behind the altar. Further E. on a raised platform are the bronze effigies of King Christopher II. and his wife Euphemia (1333). At the opposite corner is the plain tomb of Valdemar III. (1375). The slab tombstone of Bishop Krak (1300) is in the S. transept. Holberg's sarcophagus in marble, by *Wiedewelt*, stands in a Chapel opening out of the N. transept, below the window of which is a curious old wooden Crucifix.

This beautiful Church, which consists of eight bays besides the W. gallery, is architecturally more interesting than Roskilde or Ringsted. The aisles have pointed arches and vaulting, and there is some very effective brick ornamentation. The Churchyard is laid out as a garden.

From Sorö pretty drives may be made in every direction. 5 m. N.E. is **Bjernede** (carriage 6 kr.), with a most remarkable *ROUND CHURCH, built by Ebbe Skjalmson, of an illustrious noble family (1150). The interior diameter is only 34 ft., and of this small space a considerable part is taken up by 4 columns with bases of granite of 12 ft. circumference each and 24 ft. high, supporting the roof. A porch and a chancel were added afterwards, and the roof was probably originally conical; but enough remains of the old structure to render this one of the most interesting relics of ancient Christian architecture in Denmark. Besides this there are only two round churches in Denmark, though four others are found in the Island of Bornholm. There is an old font of granite, and a remarkable reliquary. 3 m. N. of Sorö is the Church of *Pedersborg*, with a carved altar-piece (1500). The road to it passes the pretty *Pedersborg Sö.* 8 m. S.S.E. of Sorö is *Næsbyholm*, an old manor-house in a very fine situation surrounded by woods and lakes.

29 m. **RINGSTED** (2000). ✡ a dull

town on rising ground, in a rather bare neighbourhood, was an important place in the Middle Ages. Its noble Romanesque ***Church of St. Bendt** has a nave with four round arches, but pointed vault, and no triforium. The aisles, transepts, clerestory, and apse are of the original date (1081). The Church has been fairly well restored since a fire in 1806, and is entirely whitewashed within. It was the burial-place of the Danish kings of the Valdemarian period, and their successors (1182–1375). The graves were opened in 1855 in the presence of Frederik VII., but most of them had been disturbed before. The monuments are likewise destroyed, except the very remarkable *Brass behind the high altar, covering the grave of Erik Menved (1319) and his queen Ingeborg. "This is one of the most elaborate specimens of mediæval engraving extant. The figures are set under canopies of the richest tabernacle work, which finds no parallel in our English architecture of the same epoch. The abundance of small figures introduced, the exuberance of the ornament and diaper work, the fancy everywhere displayed, commands our admiration. The shafts of the canopies have their niches filled with small figures of Prophets and Apostles, ranged together, the former distinguished by their scrolls, the latter by their emblems. The upper part above the heads of the figures exemplifies the redemption of the soul, which is borne by angels in a winding-sheet to Paradise. The king is in a long tunic, richly emblazoned with three lions passant guardant in a field semée of hearts; and it is fastened on the breast by a small ring brooch, having amatory posies. The figure of the queen has also one, but of simpler outline. Both have the usual mantles of estate, and are crowned—the king holding in his right hand the drawn sword of Justice; in his left a sceptre. The queen holds a sceptre in her right hand and a book in her left. The faces of the figures are not in brass, but are insertions, that of the king being of marble, the queen of alabaster. These are also restorations, and do not too closely accord with the conventional style of the time. It must be also remarked that the date, 1319, is much too early for the character of the execution, which is fully thirty years later."—*The Builder*, June 13th, 1885. Four plain slabs in front of the chancel steps, and five in front of the altar, mark the site of other royal tombs. The sacristan shows various relics of the kings which escaped the fire: clothes, ornaments, and a curious piece of cloth with gold letters. Over the plain stalls are Old Testament subjects carved in wood. (Sacristan, 1 kr.; apply at the hotel.) The three Stones at the corner of the street leading to the Church were used at the ancient councils of the kings.

About a mile N.E. is an interesting group of buildings, formerly fortified, and inhabited by the descendants of their mediæval owners. Attached to them is a Chapel of 1200, with a spring, erected on the spot where Knud Lavard, one of the early Danish kings, was murdered by his brother Harald in 1131.

A mile further are two Lakes with excellent pike and salmon-trout fishing, much frequented by visitors from Copenhagen between June and September. Boats may be had on the lake, and the landlord of the Hotel at Ringsted supplies the needful permission.

The Rly. now turns N.E. to

38 m. **Borup**, on the N. side of the little *Borup Sö*. Thence N.N.E. to

49 m. **ROSKILDE** (7000), ✡ situated at the S. end of the Issefjord, in the 10th cent., the residence of King Harald Blaatand, father of King Sven, and grandfather of Canute the Great, and one of the royal residences till the 15th cent. It was also one of the earliest episcopal sees, and—until Copenhagen became the permanent residence—the most important city in Denmark. But when it ceased to be a royal residence, and when the Reformation had shorn the church of its splendour, Roskilde fell into decay.

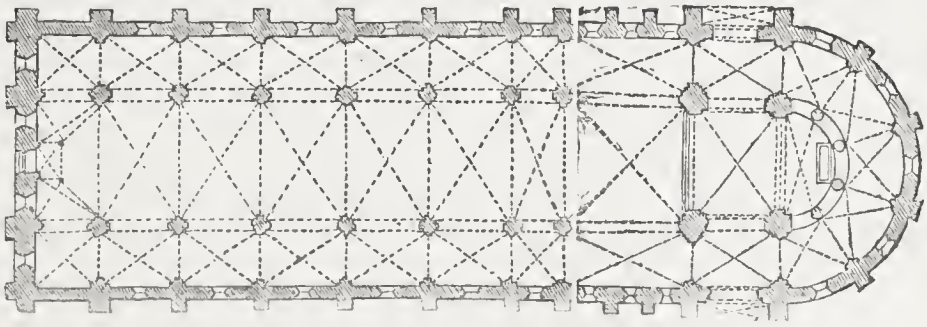
Of the 14 churches and 6 conventual institutions which once existed, only the Cathedral and Vor Frue Kirke are still in use. The name is popularly derived from a King Hroe, and supposed to mean "Hroe's well;" but the king in question is a personage of doubtful historical authenticity. The locality, however, is exceedingly rich in springs, of which one, the *Maglekilde*, in an octagonal building at the base of the cathedral hill, yields 350 gallons per minute.

The ***CATHEDRAL** is the finest and largest ecclesiastical building in Denmark, and the bishop of Zealand (who resides in Copenhagen) is the primate of the Danish Church. Originally the archbishop of Denmark resided at *Lund* in Skaane, which province, since 1658, belongs to Sweden, and Lund was till then the foremost in rank of the Danish sees.

The Cathedral is shown by the sacristan (*graver*), who lives nearly opposite the W. door. 2 kr., one to three persons.

Besides its architectural merits, the Church deserves a visit as the resting-place of most of the sovereigns of Denmark.

The earliest church here was of wood, and built by Harald Blaatand in 975, but the present edifice of red brick was commenced after the middle of the 12th cent., and was completed towards the latter part of the 13th. It suffered much by fire, particularly in 1283 and in 1443, and important alterations were the consequence. It was after the first fire



Plan of Church at Roskilde. (From Steen Friis.) Scale, 100 ft. to 1 in.

that pointed arches were introduced instead of round ones, which, however, still remain in many places. The towers date also from that time; but the spires were set up by Christian IV., who also added the singularly inappropriate Elizabethan W. door. The numerous chapels which from time to time have been erected round the church have also contributed to mar its original appearance. For years a thoroughly scientific and careful restoration has been going on, which is now tolerably well completed.

The building is 276 ft. long and 87 ft. broad. The dimensions are not considerable, but the proportions are good. The church consists of a choir, nave, and aisles; these have a clerestory and are continued round the choir. The transepts do not project beyond the aisles. Being built on an eminence, the spires are seen far and wide, and altogether it is one of the finest buildings of its kind in the north.

The W. door leads directly into the nave, which is 82 ft. high, and has 7 bays west of the transept. The width of the nave decreases slightly towards the choir, which has a very pleasing effect when seen from the door, or better from a wooden bridge over the door connecting the two side galleries. The stone pulpit dates from Christian IV.; the organ was built in 1555, and is of unusual size and excellency. Opposite is a handsome royal pew, of gilded wood. There are many tombstones in the floor marking the graves of famous persons, though the oldest have almost all disappeared.

The low brass railing enclosing the choir was a gift of Frederik IV. In the *kannikechoret*, or canon's choir, is

the **altar** which was bought by Frederik II. for the chapel at Frederiksborg, but when this palace was taken down by Christian IV. in 1602, he gave this altar to the cathedral of Roskilde. The altar-piece is a *magnificent **triptych** in 21 compartments, representing scenes in our Saviour's life. The work is of great artistic merit, and is supposed to belong to the beginning of the 16th cent., but the artist is unknown. The material is gilded wood. The **stalls**, 21 on either side, were placed there in 1420, and are of fine workmanship. The canopies are carved on the rt. with Old Testament subjects, on the left, New Testament.

Behind the altar is the recumbent effigy, in white veined marble, of *Queen Margaret*, who united the three northern kingdoms. She died in 1412, and was first buried in *Sorö*, but next year the Bishop of Roskilde took possession of the body by main force and carried it to the cathedral. The sarcophagus was placed here by her nephew and successor, *Erik* of Pomerania in 1423, and was ornamented with small statues of alabaster in canopied niches, which are to be restored. E. of this tomb is that of her brother Christopher (1363).

The second part of the choir is further raised, and contained formerly the high altar and two others, which remained there with other ancient church furniture till the close of the 17th cent., when this part of the cathedral was transformed into a royal burial-chapel. These relics were sold in 1806 as rubbish—a proceeding which caused just indignation amongst the educated public, and gave rise to special steps being taken by the government for the preservation of national antiquities. The cathedral had been deprived of its treasures before the Reformation, and very few objects connected with its earlier history are now in existence. Several are preserved in the Museum of Northern Antiquities in Copenhagen, as, for instance, the oldest seal of the cathedral, and the skull of St. Lucius, its patron saint.

The **high choir** contains the fine marble Renaissance sarcophagi of Frederik IV., Christian V., and their queens, and in the vaults underneath are the remains of several of the royal children.

In 1420 the floor was raised in this part of the choir, and many old graves were thereby disturbed; the bones of some of their occupants were, however, immured in the pillars. On the left are those of King Harald (A.D. 985), and Queen Margaret Fredkulla (A.D. 1130), on the rt. Svend Estridson (A.D. 1076) and Bishop Vilhelm (A.D. 1076). Above the lower row of arches is a modern fresco painting representing Christ and the Apostles, by *Constantin Hansen*. In the aisle of the choir is a collection of portraits of famous men connected with the Church, and of all the bishops of Zealand since the Reformation. On the left at the entrance to the Sacristy is the carved Episcopal Seat.

From the S. transept is entered the **Chapter-house**, founded by a certain *Helgi* (A.D. 1128) who is buried here, as indicated by a monumental stone with inscription.

Proceeding W., down the S. aisle, is the sepulchral chapel of *Frederik V.* in Romanesque style with a cupola, handsome in itself, but utterly out of harmony with the Church. Here are the sarcophagi of Frederik V. and his queen, and all subsequent kings and queens of Denmark, including that of Frederik VII. in polished oak, with a wreath of oak-leaves in solid gold; that of Frederik V. is in marble, by *Wiedewelt*, and that of Queen Louise (1751) by *Stanley*, an Englishman.

The 1st chapel on the rt., in the S. aisle, is that of the **Three Holy Kings**, with the monuments of Christian III. and Frederik II. The chapel itself is very fine, a central column of red granite supporting a noble vaulted ceiling, and the walls and vault being decorated with very interesting fresco-paintings contemporary with the first erection of the chapel, representing

Saints, and relieved with arabesques. On the column is indicated the height of several kings—Charles I. being assigned 7½ ft., and Peter the Great 7 The Monument of CHRISTIAN III., by *Corn. Floris* of Antwerp, is of the highest artistic merit.

In the crypt underneath lies Christian I., who built the chapel in 1459–1464 as a burial-chapel for his family, and richly endowed it. When his coffin was opened some time ago the body was measured, and it was found that although he had not been of the prodigious height ascribed to him, he still stood 6 Danish ft. in his shoes. Near the W. door are several minor chapels, and also along the western portion of the N. aisle, amongst which the chapels of *St. Brigitta* and *St. Laurentius*, to the left of the entrance door, contain old and interesting frescoes.

Opening out of the left aisle is the largest of all the chapels, that of CHRISTIAN IV. (1648), containing the sarcophagus of this king, covered with black velvet, and richly ornamented with silver. His sword rests upon it. Around are placed some fine sarcophagi of chiselled copper, containing the remains of his queen, Anna Catarina, and of Crown Prince Christian (1647), Frederik III., and his queen, Sophia Amalia. The walls are decorated with frescoes by *Marstrand* (1866), and the lunettes above with allegories by *Eddelien*. One of the frescoes represents the king in the naval battle at Femern (1644) where he was wounded, and another as a young man presiding as a judge in a celebrated cause, where he discovered a fraud by examining the paper on which a certain document was written, and finding that the manufacturer's mark indicated a later year than the pretended date of the document. Others are portraits of famous men of his time. The chapel is separated from the aisle by a magnificent screen of hammered iron, made by Caspar Fincke in 1690. In the N. aisle is also the tombstone of the great Danish chronicler *Saxo Grammaticus* (A.D. 1207), without an inscription. On the N. side of the chancel is the *Porch of Oluf Mortensen*, built in the 15th cent., with a very richly ornamented front and the round portrait of Pope Lucius, patron saint of the church, painted on copper.

In the south tower is the *clock*, with figures that strike the hours; and in the N. tower is the largest of the bells, which bears the date of 1511, and has a circumference of more than 18 ft.

Vor Frue Kirke was formerly in the town, but stands now outside it, and the parish is a rural one; several of the lanes near it have still the name of streets.

The 12th cent. Church of *St. Ibs*, now used as a warehouse, has very old and interesting frescoes.

The tower of **St. Laurentii** Church forms now part of the *Town-hall*, and is a good specimen of red-brick Gothic.

Close outside Roskilde on the N.W. is **Bistrup**, a very large lunatic asylum belonging to the city of Copenhagen and worthy of the attention of persons taking interest in such institutions. 3 m. from the city in the same direction is the pretty little wood of *Boserup* (carriage 4 kr.), near which are the scanty ruins of *Nebbe* Castle, and a kitchen-midden.

The last 20 m. of the Rly. journey are uninteresting. The country, though fertile, and upon the whole well cultivated, is very bare. When the train approaches Copenhagen, the castle and park of *Frederiksberg* appear to the rt., and the Rly. crosses the belt of lakes which surround the inner part of

69 m. **COPENHAGEN.**✡

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Copenhagen (312,000 — including suburbs, 376,000) is rapidly increasing in size and population. Although dating from the 12th cent. it contains few old buildings and wears a modern aspect, owing to the extensive fires to which it has been subjected; in 1728 and 1795, 1640 and 950 houses were burned; and in 1807, 305 were destroyed by the bombardment of the English. It owes its first prosperity to the famous *Bishop Absalon* (13th cent.), and it became a royal residence in 1443. It has been a fortress, and towards the sea it is still defended by forts and a Citadel at the N.E. angle of the city; but the fortifications on the land side have been demolished, and the ground partly built on, partly converted into a promenade. Projects are on foot for defences more in accordance with modern science and artillery.

The Forts *Próvesten*, *Middlefort*, and *Tre Kroner* are armed with cast-steel Krupp guns of large calibre; and a gunboat constructed for harbour defences carries a 60-ton Krupp gun.

Copenhagen has played a considerable part in the history of Denmark, and has sustained several sieges, notably in 1658–59, when the King of Sweden, Carl Gustav, assaulted the town in vain, and in 1807 when the city was bombarded and captured by the English fleet (see Introd. § 8). Until lately it was not a very healthy place. The plague was a frequent guest, and on one occasion, in 1711, 22,500 died from a visitation of this scourge; in 1853 the cholera carried off about 4709. Since that time, however, improved sanitary arrangements have been carried out. The water supply is excellent and abundant, being derived from large artesian wells at some distance; but the low level of the ground renders the drainage question a very difficult one to deal with satisfactorily.

The city consists of two parts: Copenhagen proper, on the island of Zealand, and *Christianshavn*, on the small island of *Amager*, separated from the former island by a narrow arm of the sea forming the harbour,

which is generally entered from the north, the southern entrance being difficult of approach. The harbour is safe, deep, and capacious, and the traffic by sea considerable. A large new harbour (*Frihavn*) is in course of construction N. of the citadel.

The town has a friendly, animated aspect, though not striking from architectural beauty. Its four royal palaces give it an air of dignity, and it is rich in institutions connected with science and the learned professions, and in buildings devoted to charitable purposes.

The principal objects of interest are *Thorvaldsen's Museum, Frue Kirke,* the *Museum of Northern Antiquities,* the *Ethnographic Museum,* the *Historical Collection at Rosenborg Castle,* the *Glyptothek,* the view from the *Round Tower,* and an evening at the *Tivoli.*

A convenient disposition of the day in Copenhagen is to visit the museums, &c., in the morning, to ride one of Mr. Lórup's horses after luncheon, and to dine and spend the evening at Klampenborg, returning by the last train. Or, museums and ride in the morning; boat to Skodsborg or Rungsted (capital bathing) in the afternoon, and Tivoli in the evening.

A drive from the Kongens Nytorv along the **Lange Linie**—a favourite promenade outside the citadel at the entrance to the harbour—through the grounds of the citadel, and down the *Kjærlighedssti* lakes—encircling the inner city on the land side—and on to the shady park of *Frederiksberg,* would take about 2 hrs., and give the traveller a good general idea of the town. A card of admission to the Citadel is necessary, and may be obtained at the hotels.

In the centre of the town is the **Kongens Nytorv** (King's New Market) a large and handsome square (D. E. 6), in the middle of which is the equestrian Statue of *King Christian V.* (1699), with allegorical figures, a work of small artistic merit, but forming, with its enclosure of green and flowers, a good centre. On the S. side is the *National Theatre,* on the E. the Palace of **Charlottenborg,** enclosing the *Academy of Arts.* From this square issue several leading thoroughfares. *Bredgade,* the handsomest street in Copenhagen, leads in a straight line N.N.E. through the aristocratic quarter to the esplanade of the citadel, past *St. Annæ plads,* the British Embassy, the *Amalieborg,* the Marble Church, Surgical Academy, the Roman Catholic Chapel, and the Fredrik's Hospital; turning to the right at the end of Bredgade we reach Langelinie and the custom-house pier.

Parallel with Bredgade is *Store Kongensgade,* which is continued bearing left in *Österbro* and the *Strandvei.* Forming a corner with Store Kongensgade is *Gothersgade,* which leads N.W.W. past *Rosenborg Garden* (entrance in Kronprindsessegade) and the **Botanic Gardens** and the *Commune Hospital* to the suburb of *Nörrebro. Östergade,* the narrow central street of Copenhagen, leads from Kongens Nytorv to the *Höibroplads,* which is only separated by a canal from the open place in front of Christiansborg Palace, and from which *Kjöbmagergade,* which forms a corner with Östergade, leads past the General Post-office to the Round Tower. The continuation of Östergade beyond Höibroplads is formed by *Amagertorv* and *Vimmelskaftet,* which leads to *Gammeltorv* (old market-place).

From this latter *Frue Kirke* and the University are easily reached by turning to the right, whilst *Frederiksberggade* continues W. to *Tivoli* and the Rly. Stat., past the so-called *Frihedsstötte* — an obelisk with allegorical figures of Faith, Bravery, Patriotism, and Industry erected in 1797 in memory of the abolition of villeinage under Christain VII. (1699)—and by way of *Vesterbro* and *Frederiksberg Allee* to the park of Frederiksberg.

Finally a large thoroughfare opens due S. from Kongens Nytorv, near the Royal Theatre, and leads past the

	Sun.	Mon.	Tues.	Wed.	Thurs.	Friday	Sat.	
Anthropological Museum	..	..	..	..	..	..	9–11	1 May to 30 Sept.
Arsenal	..	..	..	1–3	..	..	..	Ditto.
Botanic Gardens .. .. daily	..	..	..	..	..	..	..	1 till sunset.
Palm Houses	2–6	2–6	2–6	2–6	2–6	2–6	2–6	1 April to 30 Oct.
Forcing Houses	2–6	..	..	2–6	..	2–6	..	
Casts	..	..	11–2	11–2	..	11–2	..	
Coins and Medals	..	12–2	..	..	..	..	..	1 May to 30 Sept.
Danish Folks Museum .. .. daily	..	..	..	..	..	..	..	10 till sunset, 50 ö.
Engravings	11–2	..	11–2	..	7–10	11–2	..	
Exchange	..	2–3	2–3	2–3	2–3	2–3	2–3	25 ö.
Frelsers Kirke (Tower) .. .. daily	..	..	..	..	..	..	..	9 till sunset. 2 kr. 1 to 12 persons.
Frue Kirke	9–11	9–11	9–11	9–11	9–11	9–11	9–11	May to Oct.
	10–11	10–11	10–11	10–11	10–11	10–11	10–11	Nov. to April.
Glyptothek	12–3	12–3	12–3	12–3	12–3	12–3	12–3	April to Sept. } 25 ö on Sundays.
	1–3	1–3	1–3	1–3	1–3	1–3	1–3	Oct. to March. } 50 ö on week-days.
Mineralogical Museum	..	..	..	..	..	12–2	..	
National Museum: Antiquities..	..	9.30–4	9.30–4	9.30–4	9.30–4	9.38–4	9.30–4	} May to Sept. } 30 ö.
	5–7	5–7	5–7	5–7	5–7	5–7	5–7	
	9.30–4	9.30–4	9.30–4	9.30–4	9.30–4	9.30–4	9.30–4	Oct. to April. } 30 ö.
——— Danish Collections ..	12–2	..	..	..	12–2	..	..	Oct. to April.
	..	2–4	2–4	2–4	2–4	2–4	2–4	May to Sept.
——— Ethnological Collections ..	12–2	..	..	..	12–2	..	..	Oct. to April
	..	2–4	2 4	2–4	2–4	2–4	2–4	May to Nov.
Picture Gallery: Moltke, ...	..	..	..	12–2	..	..	..	Strangers daily.
——— Royal	11–2	..	11–2	11–2	11–2	11–2	11–2	1 July to 28 Feb.
Reading Room: Academy of Arts	..	4–6	4–6	4–6	4–6	4–6	4–6	} Closed for a month in July and Aug.
——— Royal	..	10–3	10–3	10–3	10–3	10–3	10–3	
——— University	..	11–3	11–3	11–3	11–3	11–3	11–3	
Rosenborg Slot	8–3	8–5	8–5	8–5	8–5	8–5	8–5	May to Sept. } 6 kr. 1 to 12 persons.
	9–3	9–3	9–3	9–3	9–3	9–3	9–3	Oct. to Apr. } 6 kr. 1 to 12 persons.
Round Tower	12–2	12–2	12–2	12–2	12–2	12–2	12–2	10 ö. Free on Wednesdays.
Thorvaldsen Museum	*11–2	12–3	12–3	*11–3	12–3	12–3	12–3	Oct. to April. } 50 ö.
	*11–2	11–3	*11–3	*11–3	11–3	*11–3	11–3	May to Nov. } 50 ö.
Zoological Gardens .. .. daily	..	..	..	..	..	..	..	40 ö.
——— Museum	..	12–2	..	12–2	..	..	..	

* Free.

new building of the National Bank and Holmen's Kirke to Christiansborg Palace and adjoining buildings; thence turning to the left past the Exchange, the bridge *Knippelsbro* leads to Christianshavn, with Vor Frelser's Kirke, and to Amager.

The **Academy of Fine Arts** (E. 6) is in the Palace of Charlottenborg on the E. side of Kongens Nytorv, a building erected in 1672, with the materials of the Castle of Kalö, in Jutland, but deriving its name from the residence of Charlotte Amalie, wife of Christian V., and devoted to art purposes by Frederik V. in 1754. The art schools established here have exercised a very considerable influence on the productions of various trades in Denmark. Entrance from the Nyhavn. On the ground-floor is a very good Collection of Casts, and there is an annual exhibition of pictures, sculptures, &c., from March to June inclusive—during which four months the Picture Gallery itself cannot be seen.

On the first floor is the **Royal Picture Gallery.** (Adm. see p. 56. Catalogue in Danish 25 ö.) The gallery contains 395 paintings by old masters, 64 of uncertain attribution, and 374 by modern Danish artists. The collection is important as far as Dutch painters are concerned, but is comparatively poor in Italian works. In the 16th and 17th centuries there was a very close connection between Denmark and Holland, and numerous Dutch painters found employment in Denmark; many of the best specimens of this school were bought in Frederik V.'s time at the sale of Cardinal Valenti's collection. The following alphabetical list embraces the most noteworthy examples of the combined schools.

Backhuysen: 10–16. Seven Marine pieces.

Bloch: 495. Daughter of Jairus. 496, Christian II. in prison at Sonderburg.

Bol: 47. *Women at the Sepulchre.

Both: 50, 51. Italian Landscapes.

Caravaggio: 59. *Soldiers playing Cards.

Cranach: 69. Venus and Cupid. 70. Judgment of Paris. 74, 75. Portraits. 76. Virgin and Child.

Dubbels: 90. *Dutch Men-of-war cruising.

Everdingen: 96–100. Five Landscapes and Water scenes.

Exner: 545, 547. Two Scenes in Amager. 549. Convalescent Child. 550. Old Man sealing a letter.

Filippino Lippi: 182. *Joachim and Anna at the Golden Gate.

Gerard Dou: 88. *The Quack Doctor. 89. Girl with a lighted Candle at a window.

Gertner: 565. Portrait of his Mother.

Hansen (Const.): 576. Scene on the Molo at Naples.

Hansen (Heinrich): 583. Christian IV.'s Room at Rosenborg. 584. Salle des Francs, in the H. de Ville at Bruges. 585. Fish-market at Copenhagen.

Helst (B. van der): 131, 132. Half-length male Portraits.

Huysum: 155. Flower-piece, in excellent preservation.

Jens Juel: 605. The Artist and his Wife—and other portraits.

Luini: 187. St. Catharine.

Kalf: 165. Lemon, porcelain, and glass.

Keyser (Thomas de): 167. *Portrait of a Burgomaster and his wife.

Mantegna: 201. *Christ supported by two Angels.

Marstrand: 657. Erasmus Montanus, as a learned Bachelor of Arts, disputing with the clerk of his native village; a scene from a play by Holberg. 658. The Lying-in Room—from a scene in a play by Holberg.

Melby: 667. Eddystone Lighthouse.

Meyer: 672. Roman boy brought by his parents to a Convent.

Mierevelt: 211. Portrait of a lively old Man.

Mieris (Fr.): 213–217. Boy sent to fetch beer, and four Portraits.

Mytens: Charles I. in the robes of the Order of the Garter, with a view of old Whitehall before the Fire.

Parmigianino: 206. Portrait of Lorenzo Cibo.

Petrus Christus or *Stuerbout:* 92. St. Anthony and a kneeling donor—the rest of the picture (Holy Family) is by an imitator of Vandyck.

Rembrandt: 272. *Christ at Emmaus. 273, 274. Portrait of a Young Man and a Young Lady, richly attired.

Rubens: 288. Judgment of Solomon. 289. Portrait of Abbot Matthew Irselius. 290, 291. Francis I. of Tuscany and his Wife.

Rump: 708-714. Landscapes, chiefly in the neighbourhood of Frederiksborg.

Ruysdael (Jacob): 298. *Wooded Landscape.

Ruysdael (Solomon): 292. *Landscape and river in Holland.

Salvator Rosa: 284. Jonah preaching to the Ninevites.

Skovgaard: 725. Sunshine in Summer at the Dyrehaven.

Slingelandt: 321. Interior.

Somer (P. van): 326. Charles I. as Prince of Wales.

Sonne: 739. Battle of the 5th June 1848, on the heights of Dyppel. 741. Battle of Idsted, between the Danes and the Holstein Insurgents, 25th July, 1850.

Sörensen: 747. Entrance into the Sound at Helsingör.

Sorgh: 329. Adoration of the Shepherds.

Steen: 331. The Miser and Death.

Terburg: 344. Old Lady in black.

Vermehren: 758. Domestic Scene.

Victors: 366. Portrait of a Lady. 367. David and Solomon.

Weenix: 378. Partridges, Pheasants, and other Game, with a Dog.

At the S.E. corner of the Kongens Nytorv stands the **National Theatre**, a handsome Renaissance structure, erected in 1874. It enjoys a considerable state subvention, and has exercised a very great influence on the intellectual culture of the Danish nation. It is noted for the elegant and graceful way in which the ballet is performed. The best places cost at the door 3½ kr. Rt. and l. of the entrance are bronze sitting Statues of the Danish poets Ludvig Holberg (1684–1754) and Adam Oehlenschläger (1779–1850). The former wrote principally comedies, the latter dramatic pieces.

A tramway leads S. past the Theatre, turning to the rt. at a colossal standing Statue of Niels Juel (1697), one of the first of Denmark's naval heroes. His tomb, as well as that of Peter Tordenskjold (1720), is in the **Holmenskirke**, which the tramway soon passes on the left, just before crossing the bridge. On the opposite side of the canal rises the **Christiansborg Palace** (E. 5, 6), a conspicuous object from the sea and from every eminence in the neighbourhood. It is situated on an island bounded by the harbour and by canals, across which several bridges give approach to it. The earliest castle was built in 1168, but this was several times destroyed and rebuilt. When Copenhagen became a Royal residence the castle was much improved, and Christian I. and his son, King Hans, built a magnificent banqueting-hall, at the entrance of which were two reliefs of the latter and his queen. These are now placed in the entrance-hall of the Royal Library, and are all that remains of that structure. A new and more extensive edifice was erected in 1725–27, but demolished in order to make room for a splendid palace, one of the handsomest in Europe (1733–70). This was destroyed by fire in 1794, and it was only in 1828 that the present building, inferior to its predecessor, was completed. It has never been permanently occupied, but reserved for state festivities, and was burnt down in Oct. 1884. Within the garden railings are four colossal bronze statues executed from designs of *Thorvaldsen*—Hercules, by the great sculptor himself—Minerva, Nemesis, and Æscualpius by *Bissen*. The figures were intended to typify Strength, Wisdom, Justice, and Truth; but when Thorvaldsen, who was in Italy, received the letter containing the order, he read by mistake "Sundhed" (Health) in-

stead of "Sandhed" (Truth), and thus Æsculapius came to figure here. In the tympanum of the portico is a group, likewise from a design of Thorvaldsen, representing Jupiter, surrounded by other deities.

In front of the Palace is a bronze equestrian Statue of FREDERIK VII. (1808–63), by *Bissen*, erected in 1873.

Facing the Palace to the right, in immediate connection with it, is the *Slotskirke* or Chapel Royal, built in the same style, and tastefully arranged in the interior, but without any special attractions. The huge square tower rising N.E. on the opposite side of the Canal is that of *St. Nicolai*—all that remains of a large church, the first in which the Reformation was preached in Copenhagen.

The Palace contains a fine *Riding School*, the entrance to which is by a door on the left, a short distance beyond the entrance to the Thorvaldsen Museum. This enclosure may be used by those who procure horses from Mr. Lórup (13, Töihusgade), one of the King's riding-masters, and in wet weather will be found very useful.

Close to Christiansborg Palace, on the same island, is the **Arsenal** (E. 6) (open *free*, Wed. 1 to 3 P.M.), possessing a large *Collection of Arms* of every description, amongst which are some of the oldest known specimens of firearms. Here are cannons 23½ feet long, dating from 1559, and two 11-in. mortars, from 1692.

Adjoining the Arsenal is the **Royal Library** (E. 6), founded by Frederik III. in 1665, containing about 550,000 volumes and 25,000 manuscripts. (Adm., see p. 56.) The hall of the library, 250 feet long, with a gallery, supported by 66 columns decorated in white and gold, is very fine. In course of time 8 other large halls have been appropriated to the use of the library. The collection of early printed books and block books is very important; the old Scandinavian and the Oriental MSS. are specially valuable, and there are many volumes which have belonged to historic personages. In the entrance-hall are two large figures sculptured in stone, executed in 1503, representing King Hans of Denmark, Norway, and Sweden, and his Queen Christina, which formerly stood at one of the entrances of the palace.

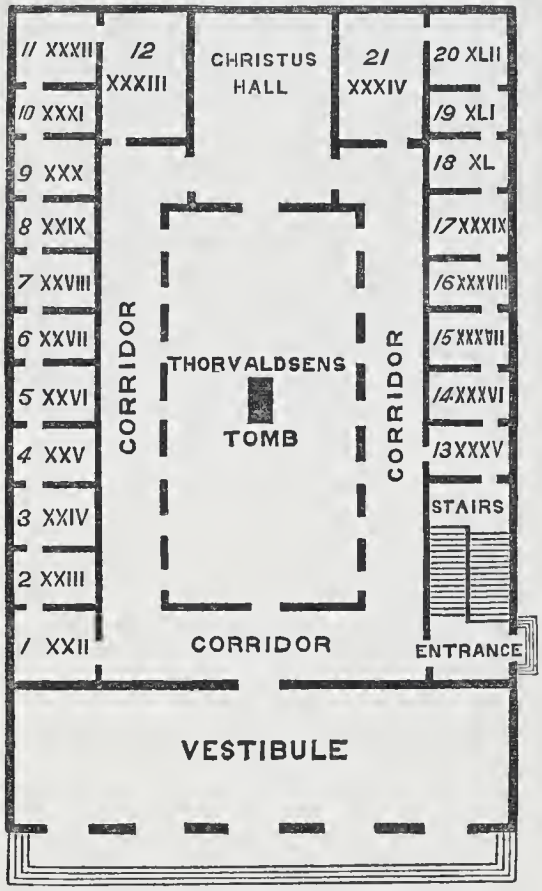
On the Canal, close to the Palace, stands the **Exchange** (E. 6), a red-brick building in Dutch renaissance, with casements and sculptured ornaments of grey sandstone, and a curious spire in the shape of four dragons, whose tapering bodies are twisted together, whilst the heads, forming the base of the spire, turn to the corners of the compass. The interior is modernised, and the large hall decorated with historical cartoons by *Fröhlich*. At the end is a bronze statue of Christian IV., by *Thorvaldsen*. The exterior is unchanged. It was built in 1619–1640 by Christian IV., restored in 1858, and is one of the best specimens of this style of architecture, which is akin to the Elizabethan in England, and in Denmark generally is described as the style of Christian IV. (Adm. 2 to 3, 25 ö.)

From this point the traveller may walk E. down the Canal, and cross a bridge to

***Vor Frelsers Kirke** (Our Saviour's Church) in Christianshavn, commenced in 1682 (E. 7). It has a beautiful font with sculptures in alabaster, and a very peculiar *spire*, completed in 1752, with an external staircase terminating under a ball, which accommodates a dozen persons. From the top (288 ft.) there is an extensive view of the town and the neighbourhood, (Fee 2 kr. for a party not exceeding 12; verger, 19, St. Annægade.)

On the other side of the Palace stands the ***Thorvaldsen Museum** (E.5), erected by the city of Copenhagen (1839–1848), to contain a collection of his works, the pictures, books, cameos, &c., which he had bequeathed to the city, and finally to receive the mortal remains of the great sculptor himself. This last circumstance, that the build-

ing is not only a museum but a mausoleum, is to be borne in mind in judging of the style and decoration of the building, for which the motives were borrowed from Etruscan and classical sepulchral architecture. The frescoes outside represent the triumphant reception of Thorvaldsen on his return to his native country, Sept. 17, 1838, and the removal of the sculptures to this place, but they have suffered much from the climate. The building forms a quadrangle, and has two



Plan of Thorvaldsen Museum.

1—21 Ground Floor. xxii—xlii—First Floor.

stories. The lower contains only sculptures, the upper story pictures and other collections, as well as some sculptures not elsewhere accommodated. In each story there is a corridor looking into the courtyard, and a series of small rooms, lit by high windows from the outside. On the ground-floor each of these chambers contains generally one principal figure with a number of reliefs and surface ornaments. (English catalogue, 45 ö.)

Bertel Thorvaldsen was born on Nov. 19th, 1770. His father was of Icelandic descent, and was a ship's carpenter and carver of figure-heads. Bertel entered the Academy of Arts in 1791 at the age of eleven, and two years later carried off the principal prize. In 1797 he went to Rome. His first great work was the *Jason* (Room 5, No. 51), which in 1803 attracted the attention of Thomas Hope, an English banker, who ordered its reproduction in marble. At this time Thorvaldsen's means were nearly exhausted, and he was on the point of returning to Copenhagen, when the order was given, and he was thus enabled to remain in Rome. The *Jason* was the first of his works which excited general attention, and his success dates from 1803. When Thorvaldsen returned to Copenhagen, sixteen years later, he was the most famous sculptor in Europe. *Bacchus* (Upper Corridor, No. 2) and *Ganymede* (Room 1, No. 40) appeared in 1805; *Hebe* (Room 6, No. 38) and *Psyche* (Room 2, No. 27) in 1806; *Adonis* (Room 17, No. 53); *Mercury*, as the slayer of Argus (Room 10, No. 4), a superlative work in 1818; and the *Graces* (Room 3, No. 29) in 1819. The *Entry of Alexander into Babylon*, in the upper Corridor, was executed in 1811 by order of Napoleon I., for the decoration of the Quirinal. In 1820 Thorvaldsen returned to Rome, and remained there till 1839, when he revisited Copenhagen, where he died in March 1844. He is said to have produced nearly 500 works.

On entering the Corridor on the ground-floor we observe to the left the model of the well-known *Lion of Lucerne*. Turning to the left, we enter the *Great Hall*, or Vestibule, where several colossal monuments have found place, particularly those of 123, *Poniatowski;* 135, *Schiller;* 142, *Pius VII.* in St. Peter's, Rome; 113, *Copernicus;* 114, *Gutenberg*. Returning to the corridor we observe, to the rt., the group of *St. John preaching in the wilderness* (59–70), which can here be studied far better than in the tympanum of the Frue Kirke. The cabinets behind this corridor, 1 to 11,

contain *Ganymede* (1); *Cupid* and *Psyche* (2); the *Graces* (3); *Venus* (4); *Jason* (5); *Hebe* (6); *Mars* and *Cupid* (7); *Hope,* and the relief in marble, *Night* and *Day* (8); *Vulcan* (9); *Mercury* (10). Crossing the Christus Hall (see below) we come to Room 21, which contains the statue of Christian IV. in the Rosenborg Palace. We have now completed the circuit of the ground-floor, and are near the entrance.

At the opposite end of the quadrangle from that which contains the colossal monuments is the HALL OF CHRIST, in which the figures of our Lord and the Twelve Apostles, executed for Our Lady's Church in Copenhagen, are placed together, producing a wonderful effect, by the solemn beauty and deep expression of the individual statues. On the staircase stands the model for *Hercules* in front of Christiansborg Palace.

In the upper story are a number of indifferent pictures. Among the best are Roman children, by *Williams*, and a landscape in Norway, by *Dahl;* two pictures from Roman life, by *Meyer;* a Waterfall, by *Dahl* (183); a picture by *Blunck*, representing Thorvaldsen, and other artists, in a Roman Osteria; landscape, by the Danish painter *Kierschou.* Thorvaldsen, by *Horace Vernet;* fruits and flowers, by *Jensen;* Danish landscape by *Buntzen;* sea-piece by *Melleye.* Flowers, by *Jensen;* Italian scenes, by *Dahl.* The Improvisatore, a good picture by *Fioroni.* Here also are some sketches for Statues and Monuments; Egyptian Antiquities; Greek, Etruscan, and Roman Antiquities; Antique gems and pastes; Coins; Antique Sculptures; Antique terra-cotta vases; Thorvaldsen's books; plaster casts of antique busts; portrait of Thorvaldsen, by *Magnus;* his furniture, some pictures he used to have in his own room, and two works which occupied him on the last days of his life, viz. a bust of Luther, and a sketch for a basso-relievo; Thorvaldsen's bust, by *V. Bissen.*

In the middle of the courtyard, decorated in Pompeian style, the artist lies buried under a bed of ivy. The granite frame bears the inscription: Bertel Thorvaldsen, born 19th Nov., 1770: died 24th March, 1844. The cellar contains Thorvaldsen's earliest works, a collection of casts, &c., open on Wed. from 11 to 3. Thorvaldsen's Museum is the most popular public collection in Copenhagen, and it has done far more for the education of the people than any other.

On the exterior a fine group, *Victory in a Quadriga,* executed in bronze, after a sketch by Thorvaldsen (three of the horses by *Bissen*) surmounts the façade.

A short distance across the bridge to the left is the **PRINDSENS PALAIS** (E. 5), formerly inhabited by members of the Royal Family, but now devoted to the Ethnographic Museum, the Museum of Northern Antiquities, the collection of Classic Antiquities, the Royal collection of Engravings, and the Royal Society of Science.

The **Ethnographic Museum** (adm. see p. 56; catalogue in Danish, 50 ö.) is one of the largest and best arranged of its kind. Its object is to illustrate the civilization of the various nations outside Scandinavia anterior to the classic period, and the development founded on this, by comparison with savage tribes still existing, whose mode of life has not yet assumed the characteristics of modern European culture. The collection has been re-arranged by Mr. *Worsaae,* and occupies three stories.

On the ground-floor the first five rooms contain *Prehistoric Antiquities,* representing the stone, bronze, and early iron ages in every part of the world. ROOM 1, Europe; ROOM 2, Asia, Africa, South America; ROOM 3, Central America, Caraibyan Islands, and Mexico; ROOM 4, North America; ROOM 5, Greenland. The remainder of the collection illustrates the civilization of modern extra-European nations in the following consecutive order:—Esquimaux of Greenland in costume; their dresses, seal-skins, and utensils; Esquimaux of North America; Esquimaux of Northern Asia,

and North American Indians; Indians of Central and Southern America, including an Indian chief on horseback. On the staircase are objects referring to the last-named tribes and to the negroes in South America. On the first floor native African negroes, with a large boat; natives of Malay and Sumatra; natives of Java, with a country cart, a ship, and weapons; Hottentots, Bushmen, and Kaffirs; Malays and other natives of the Indian Archipelagoes; Papuans, and other natives of the Australian Archipelago, and those of Siberia. In the last room and on the staircase, Japanese. The second floor is devoted to the Chinese, the natives of East India, Persia, Arabia, and the Turks. Among the most interesting objects are the Esquimaux dresses, sledges, canoes, and tents; the North American collections; the splendid specimens from Guinea, Papua, and the Solomon Islands; and the collections to illustrate China.

The **Museum** of ***Northern Antiquities** was founded in 1807, at the suggestion of Prof. R. Nyerup, but brought to its present perfection mainly by its late director Mr. *C. Thomsen*, who occupied this post for 50 years. This collection was the first in the arrangement of which his celebrated theory of the succession of three stages of civilization, characterised by the use respectively of Stone, Bronze, and Iron, was carried out; and the fact that so large a collection could be arranged satisfactorily in conformity with that view, has had a very large share in its early triumph amongst scientific archæologists. Between 1866–85, the Museum was re-organised by the late distinguished scholar, Mr. Worsaae. Thanks to the great interest awakened in the Danish nation at large for the antiquities of the country—an interest which the existence of the Museum itself greatly contributes to increase; and thanks, also, to the liberality of the Danish Government, which allows the finder of any antiquarian objects of precious metals the full value if they are offered to the Museum; this is constantly increased, and is by far the largest and most complete in Europe. It is unrivalled in its gold ornaments.

The entrance is across the courtyard of the *Prindsens Palais*. (Adm. see p. 56. Catalogue in Danish 50 ö.) The entrance-hall contains a bust of the late Mr. *C. Thomsen*, and a number of memorial stones with Runic inscriptions in the oldest Danish dialect, closely resembling the modern Icelandic. The *ground-floor* contains objects illustrating the period of *Paganism* in Denmark.

First Room.—Age of Rough Stone.

In this room are sections and isolated objects from the celebrated **kitchen middens** (*Kjökkenmöddinger*) or dust-heaps, which consist of oyster-shells and other refuse from the meals of the ancient inhabitants of the country, who were in the habit of repairing to the coasts, at certain times of the year, for the purpose of fishing, and whose rude pottery and implements of stone and bone abound in the heaps. Oysters seem to have been very abundant in those days, when the Danish islands were still more numerous than now, many smaller ones having since coalesced with others, and the neighbourhood of the oyster-banks was evidently the favourite place of resort in the season. In more than 50 places on the coast such accumulations have been discovered in Denmark, where their true nature was also first recognised. They have now been found in other countries as well. The first room also contains specimens from the so-called *coast-finds*, vast accumulations of such rude stone implements as were used by the earliest savage tribes, and spread along the shores of the sea, of inland lakes, and of rivers.

Second Room.—Age of Rough and Polished Stone. Transition.

Here are specimens from the several manufactories, of stone implements which have been discovered, showing the mode of manufacture—grindstones for finishing the beautiful ground im-

plements characteristic of the later division of the stone-age, and many beautiful examples of the period.

Third Room.—Age of Polished Stone.

Suites of beautifully-worked tools, and weapons, from the highest development of the stone-age, as well as entire collections of objects found together in dolmens and other burial-places of that time; and a great quantity of *amber* ornaments. In a peat-bog at Agger in Jutland, more than 1800 pieces of amber were found in a clay vase.

Fourth and Fifth Rooms.—Age of Bronze to a.d. 250.

The metal consists of 90 per cent. of copper, alloyed with 10 per cent. of tin. Solder was not known. Gold was abundantly employed for various purposes, but neither iron nor silver were known. There are considerable suites of different classes of tools and arms, and in one case a number of "lure," or war trumpets; on the floor, in the middle of the fourth room, stand several large oak coffins (51, 52, and 54) made of whole trunks hollowed and cut so as to form a sort of trough with lid, in which the bodies, in some instances, were laid with all their garments on, though generally they were burned, and the ashes placed in urns. In these coffins the garments—the oldest known—were in some few cases preserved. Note particularly some of the bronze knives, and poignards in the middle window, remarkable for their beautiful workmanship. Numerous objects of gold from this period are exhibited in the *fifth room*, and together with some vessels, which were found in a clay urn, buried in a peat-bog, where the finder, a poor cottager, had got permission from a richer neighbour and owner of the moor to cut a little peat for fuel. Here also are bronze objects of native manufacture, including moulds, ingots, bars, and lumps of raw metal.

Sixth and Seventh Rooms.—Early Iron-Age.

This age (a.d. 250–450) was characterised by a strong Roman influence. Silver and glass were for the first time known in this age; woollen fabrics were admirably made; ornamentation of every kind became more complex; boats were constructed, and traces of alphabetical signs have been found. History does not inform us of any advances by the Romans so far north as Denmark; but numerous Roman antiquities, and coins from the first two centuries found in that country scattered in various places, deposited with the remains of the dead, or immersed in sacred waters, together with objects of unmistakably native manufacture, prove that the inhabitants, at any rate through others, had intercourse with Rome. Two of these ancient sacred lakes were discovered in Schleswig—*Nydam*, which was an inlet from the sea, and *Thorsbjerg* near the Slie; and the treasures after being excavated between 1858–63, by Professor Engelhardt, at the expense of the Danish Government, were formed into a separate collection at Flensburg, excepting the objects shown here in cases, which formed part of the collection of King Frederik VII., now united with the Copenhagen Museum. The collection at Flensburg (now removed to Kiel) was given up to the Germans by a special clause in the treaty of peace of Vienna, which terminated the war of 1864. Facsimiles of some of the most remarkable ornaments of this collection are seen in the cases here. Among them are two remarkable *golden horns* in the 8th room, found—one in 1639 and the other in 1734—near Gallehus in Schleswig, but stolen at the beginning of this century from a public collection and melted down before they were missed. Fortunately they had occupied the attention of the learned to such an extent that numerous drawings and descriptions somewhat compensate for the loss of the originals.

Other cases contain specimens of this period (3rd cent.), discovered in a peat-bog, formerly a sacred lake called *Vimose*, near Odense. Amongst the objects may be mentioned a beautiful head of a griffin in bronze, of Roman workmanship; a great quantity of tools, amongst them a plane, with Runic inscription in 70 characters; draught-board and men, balances, &c. The objects found at *Kragehul*, in Fyen, another antiquarian peat-bog, belong to a somewhat later date than Vimose, and many of them exhibit a very remarkable kind of ornamentation representing serpents twisted together.

Eighth Room.—Later Iron-Ages.

Here are examples of the second iron-period, Barbaro-Byzantine, between the 5th and 8th cent. The deposits (sepulchral and others) of this age are characterised by a peculiar grotesque style of ornamentation, and the coins found in them are mostly of Byzantine origin, 425–525 A.C. To this age belong, also, the so-called *bracteates*, Byzantine gold discs, with Runic inscriptions, adapted so as to be worn suspended as ornaments by means of small loops or holes. The figures represented on the bracteates of native make are very irregularly drawn, and on account of their distorted outlines often difficult to interpret. Mr. Worsaae supposed that some refer to the heroes of the ancient sagas.

The late iron-age was doubtless characterised by great splendour. It was the time of the Vikings, and extended between the 8th cent. and 1030. Everywhere are large and handsome heavy swords and battle-axes, often ornamented with inlaid silver; large silver buckles of peculiar form and perforated work; splendid horse-trappings. Two cases contain each the entire contents of a large barrow; in one of them the body was deposited in an oak coffin enveloped in splendid embroidered garments of wool and silk with gold threads. Another case contains the objects found in the sepulchres of King Gorm and his Queen Thyra, the first constructor of the Danevirke, who were buried at Jellinge in Jutland (Rte. 8), not far from Veile, where two enormous barrows, almost overtopping the little village church, and two Runic stones were erected in their memory. The sepulchre had been opened by robbers before the excavation in 1861, when only the objects here shown were to be found. Near the door are spades, a wheel, and other objects, which have been found in the ancient rampart of the Danevirke. It is to this period that the Runic stones belong, which are placed in the ante-room.

Ninth Room.—*Runic stones*, 9th and 10th cent.

Tenth Room.—Early Middle Ages.

On the staircase leading to the first floor are several large articles belonging to this period, particularly stone monuments from the early times of Christianity in Denmark, partly wlth Runic inscriptions; also a wood carving from Iceland; the door of a church with a ring handle of iron inlaid with silver of the 12th cent.

Eleventh Room, *First Epoch*, 11th to 13th cent., that is, the period characterised in architecture by the use of round arches. Most of the objects are for religious use. Several are connected with celebrated men of the period, and include the armour of warriors, and vestments of priests. Among them is a reliquary in the shape of an arm below the elbow, which belonged to St. Olaf of Norway, who established Christianity there, and fell in 1030 at the battle of Stiklestad, and who is represented in painting on the antemensal, from the Cathedral of Trondhjem of the 13th cent. The reliquary was made, according to the inscription, for Princess Helen of Denmark, grand-niece of Knud the

Great. In the same room is a magnificent *altar-frontal of gilt copper, from a Church in Tvenstrup, covered with Scripture subjects. Ornaments of a similar kind from the Church of Lisbjerg near Aarhus. Besides these, seven such altars are known to exist in the old Danish provinces. Coats of mail, bronze lamps, bronze dragons, chasubles and ivory staff. Relics of the patron Saint of Denmark, St. Canute, which were found in a reliquary immured in his Church at Odense (Rte. 17). The cross A in case 202 at the window of the 1st Room is the famous **Dagmar Cross*, that belonged to the popular queen (d. 1212) of King Valdemar I., and was discovered in her sepulchre in the Church at Ringsted. It is of Cloisonné enamel, and of Byzantine workmanship. An exact copy of it, with small particles of the relics contained in the original, was amongst the presents given to the Princess of Wales on her marriage by King Frederik VII. Close to it is another very beautiful Maltese cross of gold, with a chain.

Rooms 12 to 15 inclusive, illustrate the latter part of the Middle Ages, when the pointed arch predominated. 12th Room: iron-bound chest; carved wooden triptych with many figures; very curious Crucifix carved in wood. 13th Room (hung up at the window), one of the earliest specimens of printing — Letter of Indulgence (1454); splendidly carved ivory book covers and triptychs; large sculptured group from Ribe in Jutland, representing St. George and the Dragon (1510). 14th Room: several monstrances, with other church plate; carved stalls. 15th Room: ancient sticks and rings, with Runic and other characters, serving the purpose of calendars; drinking horn; loom-stocks; suits of chain armour with gold ornaments; curious old breech-loading cannon fixed to a piece of oak timber. It was found in the wreck of a man-of-war, near the island of Anholt (16th cent.). Close by is another cannon in wrought-iron, long and narrow.

Rooms 16 to 20 inclusive illustrate the **Period of the Renaissance** (1536–1660) to the time of the establishment of the absolute monarchy in Denmark. Beautifully chased ebony cabinet; shield, inlaid with gold; curious cross-bows, inlaid with ivory and mother-of-pearl; portrait reliefs in coloured wood of Erasmus and Luther; mounted knight in armour; two beautiful silver altars of 1620 and 1580, made in Augsburg for the oratories in the Royal castles of Husum and Frederiksborg; in the window a fine ivory carving by *Georg Bethel*, a German artist (1643), representing the Descent from the Cross; tapestry from the Kronborg, manufactured between 1581 and 1596 at Helsingör and Slangerup in Zealand; the watch of the great astronomer *Tycho Brahe* (18th Room), dated 1597; silver spoons and goblets; jewelled caskets; lace and embroidery; packs of cards; furniture.

The staircase, where architectural fragments of different kinds are exhibited, leads to the *Library* and archives of the Museum, open to students on Tues., Thurs., and Sat. from 12 to 2. A room at the top of the stairs contains interesting specimens of tiles and brickwork, and some models of local Churches and Palaces.

The same building contains the collection of **Classic and Oriental Antiquities**, which however does not offer much of special interest, beyond two original heads from the Parthenon, three large reliefs from Nineveh, and a small painting from Pompeii (Adm., see p. 56).

On the first floor is the **Royal Collection of Engravings** and Original Drawings (Adm., see p. 56). Amongst the principal treasures of this very large collection are a great number of engravings and woodcuts by *Albrecht Dürer*, a present from the artist to Christian II., as is shown by a note in his journal; also a splendid collection of the works of *Marcantonio Raimondi*, the friend of Raphael; and many thousands of drawings by Danish painters.

The opposite door leads to the **Royal Collection of Coins and Medals**, for-

merly at the Castle of Rosenborg (Adm., see p. 56). It contains 125,000 specimens, and although less rich in rare and costly pieces than some other Museums of Europe, is superior to any in universality. Here is the oldest known mediæval coin with the date of coinage, struck by Bishop Uffo in 1247. There are no less than 400 Danish gold medals.

Issuing from the Prindsens Palais, and turning left, a street leads in a straight direction N.W. through the *Nytorv* (New Market), with the Town Hall on the left, to

Vor Frue Kirke (E. 5), or Our Lady's Church, a modern structure in the form of a Roman basilica, of very simple exterior, but pleasing proportions in the interior (Adm., see p. 56). It was built in 1829 by *Hansen,* who designed the present palace of Christiansborg, and derives its principal interest from the colossal figures of Christ and the Apostles, executed for it by Thorvaldsen, who also modelled the kneeling angel serving as a font. In the tympanum of the Doric portico is the group of *St. John preaching in the Wilderness;* in the vestibule, a frieze representing *the Entry into Jerusalem,* in the nave the *Twelve Apostles,* in the chancel the *Baptismal Angel,* and over the altar *Our Lord.* The frieze in the apse behind Our Lord's figure represents the *Procession to Golgotha.* Over the entrances to the confessionals are two reliefs representing the *Institution of the Sacraments,* and over the poor-boxes two others representing *Charity* and the *Guardian Angel.* The bronze statue of David, outside the church, is by Jerichau and *Moses* by Bissen. This is the principal church of Copenhagen, and existed in the 12th cent., but the original building, which contained an immense number of relics and costly objects, and was connected with a great many important historical events, was destroyed in the great fire in 1728. A new church was built in its stead, of imposing dimensions and great splendour, but it was destroyed by the English bombs in 1807 with the whole neighbourhood. In the gallery surrounding the interior there are some interesting portraits and memorial tablets. In the square N. of the Church are six bronze busts of Danish worthies.

The **University** (D. 5, 6), on the N. side of the square, opened in 1836, possesses a fine Staircase and Hall for special solemnities. The oak panelling is good, and opposite the throne is a picture by *Marstrand,* representing the granting of the charter to the University in Vor Frue Kirke, by Christian I. in 1478. The staircase is decorated with large frescoes by *Constantin Hansen,* representing mythological subjects. On the side wall, to the l., the *Birth of Athena* and *Apollo and Pythia;* on the wall opposite the entrance, the history of *Prometheus* in three pictures; on the side wall to the rt., *Apollo and Marsyas,* and *Athena and Poseidon.* Smaller paintings form a frieze around the walls, and fill the space above this. In the ceiling, *Aurora.* The marble statues of *Athena* and *Apollo* are by *Bissen* (1843). There are about 70 professors, and nearly 1200 students.

The **University Library,** one of the finest modern buildings in Copenhagen, entirely of stone and iron (1860), is well worth a visit on account of its tasteful and well-planned arrangements (Adm., see p. 56). It contains above 260,000 volumes, and is particularly rich in works on the mathematical and physical sciences, and amongst the 4000 MSS. are many rare Scandinavian specimens.

The *Zoological Museum* is a plain but handsome red-brick building, erected in 1869 (Adm., see p. 56). Catalogue, 25 ö. It contains a valuable and extensive collection of specimens, and the central hall is fine.

The *Mineralogical Museum* contains extensive collections of minerals from Greenland, Iceland, Faröes, and Norway.

N.E. is the **College of the Regents,** founded for 100 students by Christian

IV., and close to it the *Church of the Trinity* with the famous

Round Tower (D. 5) of 1642, originally intended for an observatory, and employed for that purpose for about 200 years. The tower, 115 ft. high, 48 ft. in diameter, consists of two hollow cylinders, between which a spiral inclined plane winds to the top, with a sufficiently easy ascent to render it possible for a coach and four to drive up—a feat which was actually performed by the Empress Catharine of Russia when she visited Copenhagen in 1716 in the company of her husband Peter the Great, who on that occasion preceded the carriage on horseback. The inner cylinder served as a receptacle for the treasures of the University library during the English bombardment in 1807. From the platform there is a very fine panoramic view of the city. Not far from the top an entrance leads from the spiral-way of the tower to a large hall constructed over the roof of the church, where the library of the University was preserved from 1657 to 1861, when it was removed to the present building close to the University itself. S.E. of the Church are monuments to the poets *J. Ewald* (1781) and *J. H. Wessel* (1785), consisting of busts in relief, with two angels in bronze.

Following the tramway to the left from the little garden, and passing the tower, we soon reach the broad Nörrevoldgade, which leads rt. in a few minutes to the gateway of

***Rosenborg Castle** (D. 5), a Family Museum of the Oldenburg dynasty (1449–1863). Its architect was King Christian IV. himself, who built it (1606–20) as a Pavilion to his garden, in which he entertained foreign ambassadors and others. At the same time he used the house as a health resort, and died there in 1648. His son Frederik III. was the real founder of the Collection—a work which he undertook partly from a love of curiosities, and partly as an act of filial piety. The ground-floor remains nearly unaltered; the first floor was rearranged in the middle of the present century. This remarkably picturesque building, partly surrounded by a public garden, is a very fine specimen of a style much resembling the Elizabethan. It stood originally outside the ramparts of the city, and had its own moats and fortification; but subsequently the fortifications of the city were extended so as to enclose it.

The surrounding **Kongens Have** (King's Garden), was also planned by Christain IV., and ornamented with fountains and sculptures. Two magnificent avenues of horse-chestnuts, a group in bronze representing a horse attacked by a lion, and a couple of lions standing near the bridge leading to the Castle from the E., are nearly all that remain of the old garden. Considerable portions also have been applied to other purposes. The hothouses are very extensive, and a school of gardening is connected with them. The Castle has long ceased to be a royal residence, and is now entirely devoted to the very interesting ***Chronological Collection of the Danish Kings**. Admission can be had at any time on application to the castellan, passing the gateway and turning to the rt. (office on the 1st floor). Fee, 6 kr. for a party of not more than 12 persons. An illustrated guide in Danish or English (price 2 kr.) is sold at the entrance.

It is always possible for a single traveller to purchase a ticket for 1 kr. from the porter of any large hotel; but in this case he must visit the Castle at a given hour, and join any party which may chance to have been formed for the purpose of making the round at that particular time. The language in which the explanation is given by the gentleman who shows the party over will then depend entirely upon the nationality of the greater number. The Englishman may be compelled to satisfy himself with an explanation of the various curiosities in French, German, or Danish; and the entire Collection is of such great interest that he is

strongly recommended to make up a small party of his own countrymen, who will pay the 6 kr. between them, and take their tickets at the office, in the regularly appointed way. The attendant who accompanies visitors is always a graduate of the University of Copenhagen.

The collection, which bears some resemblance to that of the Green Vaults at Dresden,† or that of the Hôtel Cluny at Paris, was founded after the death of Christian IV. in 1648, in a room at the castle, where its nucleus still is, and it has now grown by degrees to occupy the whole. Under the management of Mr. Worsaae since 1858, it has been very much augmented and entirely re-arranged. The Museum of Northern Antiquities does not embrace objects of later date than 1660; and as the collection at Rosenborg commences with the reign of Christian IV. (1588–1648), and is carried down to the present day, it supplements the former as an illustration of the art, customs, &c., of various times.

The periods illustrated at Rosenborg are:—

1. The time between Christian I. (all in one closet) and Christian IV., 1448 to 1588 (Renaissance).
2. From the introduction of absolutism under Frederik III. to the French Revolution, 1648 to 1808 (Baroque, Rococo, and Empire).
3. From the French Revolution to our own times, 1790 to 1863.

From the corridor on the ground-floor, into which visitors are first admitted, and of which the ceiling dates from the time of Christian IV., while the walls are hung with portraits from the first two centuries of the reign of the house of Oldenburg in Denmark, we turn to the right into the Audience Hall of Christian IV., which is still preserved in its original decoration, with richly carved and painted oak-panels. It contains a cabinet of 1580, a chest of 1599, and several swords. The collection at Rosenborg possesses a very rare, and perhaps unique, suite of royal costumes, of which the oldest, worn by Christian IV., are preserved in this room.

Close by, in the tower, is Christian IV.'s Bedroom, where he died in 1648. It is still preserved in its original state of very handsome decoration, and contains many objects used by that king.

Among the most remarkable objects here preserved is the **Oldenborg horn* (1460), which was made by German artists for Christian I. of Denmark in 1479, when he visited the city of Cologne for the sake of effecting a reconciliation between the Emperor Frederik III. and Duke Charles the Bold of Burgundy. King Christian intended to dedicate the horn to the Three Kings, and deposit it at their chapel at Cologne if his mission was successful, but as this was not the case, he retained it. For a couple of centuries it was preserved at the family castle of Oldenborg, but was subsequently brought to Copenhagen. It is of silver, richly gilt and enamelled, and ornamented with numerous figures, coats of arms and devices indicating its destination. It is surmounted with a castellated lid.

In the same room are also preserved the earliest specimens of the insignia of the Danish Order of the Elephant (1415)—which in dignity corresponds to the Garter—as well as the insignia of the last-named order, which have been conferred upon Danish kings.

The Study of Christian IV. contains his writing-table and chair, besides a considerable number of elegant and costly objects which belonged to him or his Queen Anna Kathrine. Amongst these are a saddle and bridle literally sown over with pearls, diamonds, and other jewels (1634); a drinking-horn of silver, representing Christian IV. at the carousal; a beautiful fountain for perfumed water in ebony and silver, 6 ft. high. A number of these objects were made in Denmark itself, where the splendour of the court and the nobility

† The Green Vault cost nine millions of marks; the real value (metal, stones, pearls, etc.) of the Rosenborg Collection was in 1859 taxed at twelve (58,823*l.*).

in those days afforded a considerable incitement to certain branches of art.

Then follow the small GARDEN CABINET and the DARK CHAMBER, which contain objects of the time of Christian IV.'s son *Frederik III.* (1648–1670), chiefly Rococo. A *cup of rock-crystal* with figures of cupids and reliefs about 10 in. high, of the greatest artistic merit: and a **jewel-box of silver*, presented by Queen Anna of England to Queen Sophia Amelia of Denmark. Through large crystals in the lid and sides, light is thrown on the beautifully-chased bottom of the box, and the whole is covered with diamonds and other jewels. When the palace of Christiansborg was destroyed by fire in 1794, this box, which stood in the toilet-room of the queen, was carried away by a thief. He was, however, soon discovered by a citizen, who prevailed upon him to sell it him for a small sum of money, fearing lest he might throw it down and injure it if he were taxed with the theft.

We next enter the MARBLE HALL, devoted to the splendid reign of Christian V. (1670–1699), the contemporary and—as far as he could manage it—imitator of Louis XIV. This hall was used by Christian V., and richly decorated according to the then prevailing fashion. It contains several fine specimens of Florentine mosaic, and some beautifully carved works in ivory. The COUNCIL CHAMBER is full of curiosities and personal belongings of the same monarch. In the KING'S CABINET is the **Wismar Cup*, of very peculiar and elegantly-worked crystal, one of the finest objects of this kind in Europe. Here is a Wine-cooler, like a small oval bath, in very beautiful Belgian *lumachella* (black with white snails).

Ascending the winding staircase to the first floor, visitors first enter a room called THE ROSE, illustrating the time of Christian V. and Frederik IV. (1699–1730), more particularly the latter. It is hung with magnificent Italian tapestry, doubtless brought home by Frederik IV. from Italy in 1709 with innumerable other treasures. After having been hung at various royal residences, it remained at Rosenborg castle for many years unheeded and uncared for, till Mr. Worsaae brought it out of its hiding-place. It is of the very best Florentine workmanship, and has great artistic value. The portraits and the furniture were formerly at Frederiksborg, but saved from the fire in 1859. The chair and table in the middle of the floor were formerly used when the king opened the session of the Highest Court of Appeal. Frederik IV. was one of the most liberal and art-loving Danish monarchs, although he spent much money in successful warfare, and left a full treasury at his death. Next to Christian IV., no one has left more relics at Rosenborg.

The MIRROR ROOM is a very curious conceit—the walls, ceiling, and even the floor, being entirely of glass, affording the most extraordinary views of the reflected figure.

Further on is a small room with models of Thorvaldsen's works in gilt bronze.

In the ANTE-CHAMBER OF THE PRINCESS is a sword which belonged to Charles XII. of Sweden, and was presented to him by Colonel Kruse, a Norwegian officer, who in 1716 defended himself with gallantry against a much larger Swedish force under the command of Charles XII. himself, and only surrendered when disabled by numerous wounds.

In the CHINESE ROOM are several reliefs in ivory by the Norwegian *Magnus Berg* (1730), some fine cabinets, a silver cup used by Peter the Great during his sojourn in Copenhagen in 1716, and three splendid gold goblets—the family cup *Holstein* (1712), *Eider* (1720), and *Homage* (1721). The two latter commemorate, with proper inscriptions, the reunion of the whole of Schleswig, which so long had been a separate fief of the Danish crown with the Danish realm, whereby the Eider once more, after a short interval, became the southern frontier of Denmark. This great state act took place in the reign of

Frederik IV. in 1720. Unfortunately it was not followed by the proper administrative measures, and the tie between that duchy and the rest of Denmark, which was reknit in 1720, was again torn asunder in 1854, in spite of the inscription on the Eider cup "that the Eider would never be separated from the hereditary kingdom of Frederik IV." The larger room of Christian VI. contains the Vase of Magnus Berg, and the Hirschholm goblet, surmounted by a silver pine-apple.

The two following Rooms illustrate the time of Frederik V. (1746–1766); and that of Christian VII. (1766–1808). They contain interesting costumes, some good glass, a collection of rings, watches, gold pistols of Frederik V., memorials of the unfortunate Queen Caroline Mathilde, and a lathe for turning ivory—a royal passion.

Four other rooms on this floor illustrate the times of Frederik VI. (1808–1839); Christian VIII. (1839–1848); and Frederik VII. (1848–1863). They contain costumes and pictures, but are not of special interest.

The second floor is entirely taken up by the Riddersal, or great banqueting hall, 150 ft. long, 28 wide, and 19 high. Its present decoration dates from the time of Frederik IV., the chimneys being all that is left of the time of Christian IV. The ceiling was originally flat, adorned with paintings, and the present vaulted ceiling, with its beautiful plaster reliefs, was constructed in 1705. The royal silver *font* of 1720, weighing 180 oz., used for baptisms in the royal family, is a work of great artistic merit. When used, a golden vessel is placed inside the font. On the walls are 12 large pieces of tapestry, woven in Denmark in the time of Christian V., from the cartoons of the Danish artist *Peder Andersen*, and representing events in the war between Denmark and Sweden from 1675 to 1679. Originally the floor of this hall, as of most of the rooms of the castle, were laid with tiles, but they have been removed long ago and replaced by boards, because the weight was supposed to be too great for the walls of the building. The silver candelabra and lions are generally used at the coronations of the Danish kings, as also are the two chairs at one end of the hall. The larger, in which the king on that occasion is seated, consists to a great extent of the ivory of the narwal, which material was worth its weight in silver, and it was then consequently a very expensive production. A piece of glass is observed near the top, where a large amethyst, said to be the finest in existence, and which is preserved with the regalia, is placed at coronations. From the Great Hall small doors lead into the rooms in the towers. One of these contains a Collection of Venetian Glass, brought home from Italy by King Frederik IV., and still preserved in its original arrangement (1709). The collection is the richest in existence, particularly in the so-called *thread* or *filigree-glass* (vetro di trina). The other turret-room contains a splendid collection of *china*, both foreign—such as old Dresden, Meissen, and blue Sèvres—and old Danish.

On the Boulevard occupying the place of the former rampart, outside Rosenborg, is the well-arranged **Observatory** (D. 5), permission to see which must be obtained of the Director. In front of it stands a Statue of Tycho Brahe (1546–1601), by *Bissen*.

Close by is the **Botanic Garden** (Adm., see p. 56), removed from Gammelholm to the level space, formed by filling up the moat opposite the Commune Hospital;—the *Surgical Academy*, with various collections, physiological and *Chemical Laboratories*, the latter situated in Ny Vestergade, and one of the largest and best in Europe.

The *Polytechnic School* was founded in 1829 at the instigation of H. C. Örsted, the celebrated discoverer of electro-magnetism, and for a long time one of its directors.

N. of the Botanic Garden is a large *Museum*, in course of construction.

S.W. of the Botanic Garden is the Örsted Park, a small but very pretty garden, ornamented with water, shrubs, and statues — chiefly copies from the antique. Among the originals are H. C. ÖRSTED, by *Jerichau*, and the MAID OF ORLEANS, by *Chapu*.

Continuing S., and passing the Rly. Stat., we reach the **Tivoli** (E. 4, 5), a gigantic Cremorne, with theatre, concerts, circus, switchback railway, panoramas, fireworks, a ship moored in a lake, and an infinity of miscellaneous attractions. All classes of society here mix and meet together—a striking feature in Danish out-of-door life which the English traveller should not fail to see. On certain evenings (enquire at the hotel) the music is classical, and really worth hearing. There are of course several Restaurants, where hundreds of people may be seen at supper between 8 and 11. The establishment is without its equal in any country. A small part of the ground was taken for the *Exhibition Building* erected in 1872, now sometimes used for the exhibition of modern pictures.

At No. 3 Vesterbrogade, on the 2nd floor (Adm., see p. 56), is the **Dansk Folke Museum**, an interesting national Collection of wood carvings, furniture, embroidery, goblets, crockery, cabinets, and cradles. Here is a Danish cottage room, with all its fittings, besides other apartments, affording a glimpse of the private life of the people.

From the Kongens Nytorv the Bredgade leads in a few minutes N. to

Count Moltke's Collection of Pictures (D. 6), at the corner of the first street on the left. The paintings are mostly of the Dutch School, and were collected by Count Gottlob Moltke in the middle of the last cent. (Adm., see p. 56). The best pictures are four landscapes, by *Ruysdael* (56–59); an old woman, by *Rembrandt* (36); a monk, by *Rubens* (8); landscapes, by *Hobbema* (60, 61); boats and a calm sea, by *Dubbels* (103); male portrait, by *Chr. Amberger* (2); portrait, by *B. van der Helst* (38); boy's head, by *Greuze* (122); and examples by *Mieris*, *Metsu*, *Ostade*, *Teniers*, *Wouwerman*, *Vandervelde*, and *Pynaker*.

Further on standing back from the street to the left, is the so-called **Marble Church** (D. 6), commenced in 1749, abandoned for want of funds, and now in course of completion at the expense of Bank-director Tietgen. Close by, flush with the street, is the **Russian Church**, with three gilded cupolas.

We now pass on the rt. the *Anthropological Museum* (Adm., see p. 56), the *Roman Catholic Church*, and the large **Frederik's Hospital** (D. 6, 7), connected with the School of Medicine. Other monuments of local charity are the City or *Commune Hospital* (C. 5), a very extensive brick building (850 beds), erected at a cost of 150,000*l*.. and well worthy of a visit from professional men. The *Vartou Hospital* is a large red-brick building of the 17th cent., near the western gate, and the city contains four different colonies of workmen's houses, somewhat like the Peabody buildings, calculated to afford convenient and salubrious dwellings for the working classes, and yet to return a fair dividend to the owners. The *Infant Nurseries* and the charities of the different trades are very numerous.

The *Institution for the Blind* (B. 6) at Österbro, just north of the citadel, is a handsome red-brick building erected in 1858, with excellent internal arrangements.

Turning to the left at the end of the Bredgate, we reach the **Nyboder** (new booths), a curious colony of long, low buildings, erected by Christian IV., to accommodate the great number of workmen and sailors, who, in those days, were permanently retained for service in the royal dockyards. Close by is the *Church of St. Paul*.

To the E. of the Bredgate lies the

Amalieborg (D. 6, 7), consisting of four small palaces, originally built by rich noblemen, but acquired by the king after the destruction of Christiansborg in 1794. This is now the principal royal residence. In the middle of the open space is a bronze equestrian Statue of FREDERIK V. The two buildings connected by a colonnade are inhabited by the king; the one with the clock by the Crown Prince; and the fourth by the Foreign Minister.

The street which intersects the Amalieborg leads N. to the **Lange Linie** (C. 7), a promenade and drive between the citadel and the harbour. Before entering it we pass on the left the very attractive and prettily situated English **Church of St. Alban**, designed by Mr. Blomfield. It was consecrated on Sept. 17, 1887, in the presence of the Prince and Princess of Wales, the Czar and Czarina, the King and Queen of Denmark, and the King and Queen of Greece. Close by is the *Meteorological Institute.* On the rt. is the Custom House, and further on, to the left, the *Pavilion* of the Yacht Club. Nearly in front of it is a monument to the naval hero IVAR HUITFELD (1710), who sank his ship "Danebrog," in the Swedish war, surrounded with cannons raised from the sunken vessel (see Rte. 25). Beyond it there are sea-baths, and nearly opposite the *Tre Kroner* and *Lynetten* batteries. A card of admission is required for driving or riding in the Lange Linie, easily procured at the hotel.

Further on, standing back from the water, are the *Blind Institute* (see above), and the *Deaf and Dumb Asylum.* S.W. of these two buildings lie the *Garrison Cemetery* and the *Holmens Kirkegaard* (1666), with a monument over those who fell in the battle with the English fleet under Nelson, April 2, 1801.

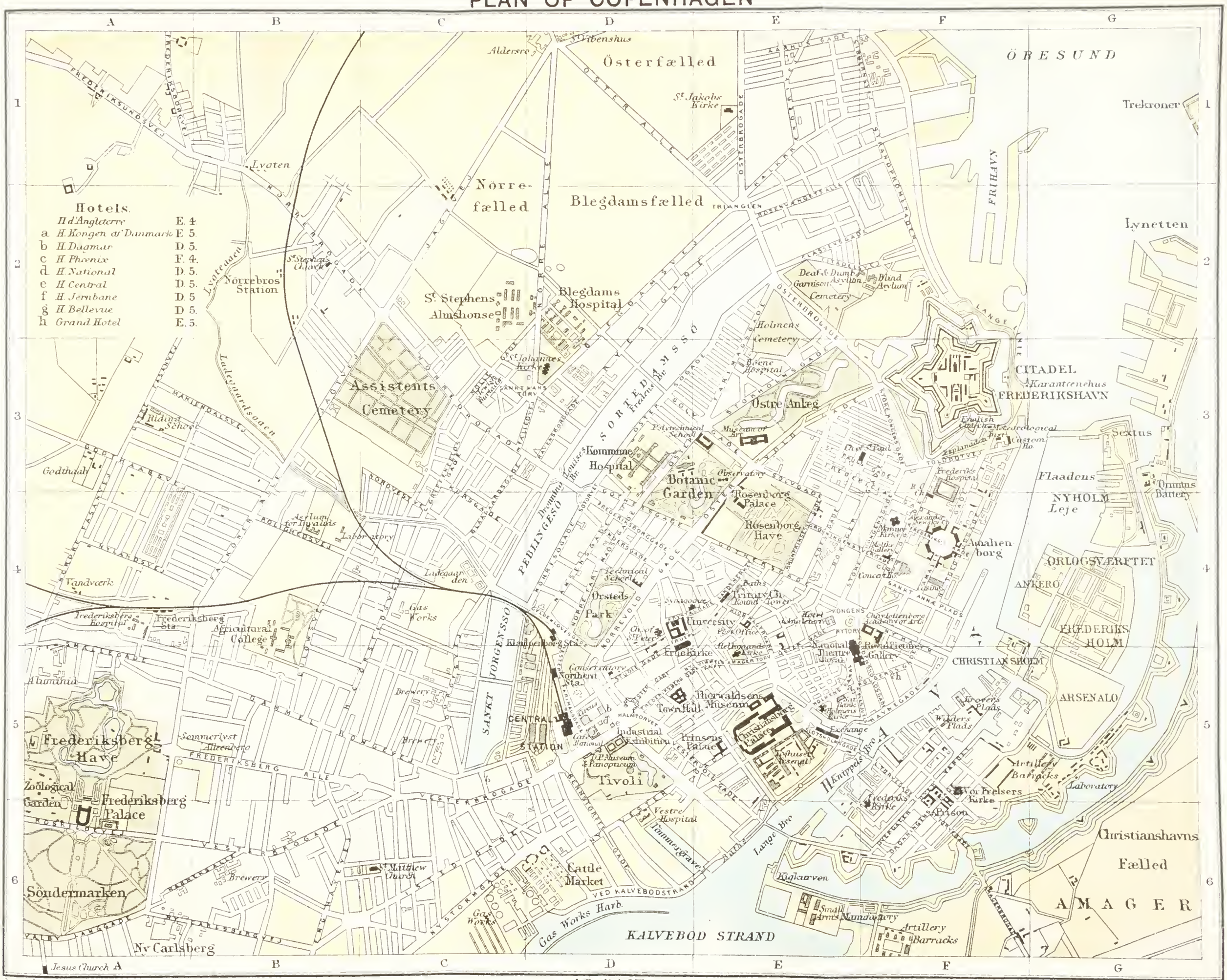
In the *Assistens Kirkegaard*, 1 m. W., in the suburb of Nörrebro, is the grave of Hans Christian Andersen (d. Aug. 4, 1875).

Beyond the Rly. Stat. on the W. side of the city stands the Palace of **Frederiksberg** (E. F. 1, 2), which with its park stands in about the same relation to Copenhagen as Kensington to London, is now used as a military academy. A tramway, which traverses the whole city, terminates at the gates of the park. Just outside is a bronze Statue by *Bissen*, of FREDERIK VI. (1839), who used to spend the summer here. He is represented in the act of giving audience. The *view over Copenhagen from the terrace in front of the Palace is charming. The W. portion of the Park is walled off and appropriated to the **Zoological Gardens.** S. of the Palace, on the opposite side of the road, is the pleasant Park of **Söndermarken*, containing the reservoir for the water supply of the city. At the S.E. corner of the Park is the very important

***Ny-Carlsberg Glyptothek**, founded by *Carl Jacobsen*, and now one of the finest Collections of Sculpture in Northern Europe. (Adm., see p. 56. Catalogue in Danish, 35 ö.; in French, for the modern works only, 65 ö.)

The temporary entrance is at the corner of ROOM VIII., which contains ROMAN PORTRAIT BUSTS. 1226. Man's head in travertine, of unknown but extremely early date. 1227. Relief of Gaius Septumius, found in the necropolis at Vulci. 1236. Brutus the Younger. 1137. Servilia, his mother; and 1238, 1239, Junia Secunda and Junia Tertia, his sisters (these three doubtful). 1235. Pompey. 1240. Antonia the Elder. 1241. Antonia the Younger (both doubtful). Small bronze bust of Augustus, without number. 1244. Marcus Vipsanius Agrippa. 1243. Livia. 1245. Agrippina the Elder. 1246. Caligula. 1248. Agrippina the Younger. 1250. Drusus the Younger. 1253. Lady of the Haterii family. 1251. Messalina, third wife of Claudius, in transparent alabaster. 1252. Youthful Nero, found in the Tiber. Small bronze bust of Domitian, without number. 1254. Julia, daughter of Titus. 1257. Hadrian. 1258. Antinous. 1260.

PLAN OF COPENHAGEN



London. John Murray, Albemarle Street.

Antoninus Pius. Greek Statue of a Boy with fruit. 1263. Annius Verus, a boy of seven. 1294. Sarcophagus with the story of Bacchus and Ariadne, from the Villa Casali (Rome). 1295. Sarcophagus with the legend of Marsyas. 1293. Relief of Victory. 1298. Sarcophagus, with the Myth of Phaeton. 1304. Sarcophagus with the history of Jonah.

Rooms V., VI. (Empress-Saloon). Statue of Bacchus, without number. Draped Statue of a woman, with its head changed (no number). 1099. Colossal bust of a bearded Bacchus. Colossal Hercules, without number. In the apse are sitting Statues of the Empress Maria of Russia, by *Jean Gautherin*, and the Princess of Wales, by *Chapu*. The frieze, by *Sinding*, represents the Walhalla. Several of the plinths, pedestals, and short columns in this and the adjoining room are of *porta santa*, *verde antico*, *Serravezza*, and other Roman marbles.

Room IV. Frieze of the *Ragnarok*, or Twilight of the Gods, by *Freund*, destroyed in the fire at the Christiansborg Palace, and copied by *Sinding*. 1045. Head of a Woman in relief, from a tomb at Taranto. 1062. Statue of a Woman with a cloak thrown over her head. In the centre, on a plinth of *Marmo Affricano*, colossal Statue of Juno, from the Villa Borghese. 1224. Priest of Apollo, from Nemi. 1079. Colossal head of a Goddess. 1081. Colossal head of a Youth, found at Tarsus. Statue of Anacreon, without number, from the Villa Borghese. 1052. Ganymede. 1050. Young Hercules. 1051. Cupid, without legs or arms.

Room III. (Greek Heads and Busts). 1020. Youth, without a nose. 1083. Young Man; beside it, without number, Portrait of a Youth, from the Villa Borghese. Bronze Statue of a Young Man. 1073. Girl, of Greek design but Roman execution. 1072. Athlete. 1071. Attic Youths. 1037. Hermes, tiny, under glass. 1034. Archaic Dionysus, from Athens. 1028, 1035. Early Attic heads. 1033, 1035. Zeus. 1027. Hermes or Vulcan. 1029. Lion's head, from a Greek fountain. 1021. Youth, from Cyprus. In the centre, under glass, Head of Pan in clay; torso of a Faun, from Palestrina. The frieze is a representation of Alexander's marriage with Roxana, by *Jerichau*.

Room II. (Hall of Ceres). Girl bathing, Shepherd boy, and Orestes—all by *Bissen*, who also modelled the coloured frieze of Ceres and Bacchus, destroyed in the fire at Christiansborg, and here replaced by a cast. *Jerichau:* Adam and Eve. *Sinding:* Slave-girl. *Sir F. Leighton:* Athlete strangling a serpent.

Room I. (intended as a Vestibule). French works, chiefly original casts for Statues, by *Rude*, *Gérôme*, *Chapu*, *Gautherin*, and others. The series is extended into the large adjacent Room XVI. Several of the examples are in bronze or marble.

A succession of Cabinets, XV.–X., now lead back to the entrance hall. Cabinet X. 1001. Egyptian Statue in black granite. 1002. Statue of Anubis, in black granite (about B.C. 1500). 1005. Head of Ammon Ra, in black granite. 1006. Osiris, statuette in red granite (about B.C. 700). 1007. Egyptian Prince and his Mother, in black granite (about B.C. 500). 1008. Bronze Statuette of Anubis. Several other Statuettes in bronze, and Vases of Egyptian alabaster.

Cabinet XIV. Statues, busts, reliefs, and other *Antiquities from Palmyra, very important and interesting. It is the largest collection of the kind in existence, and has been well described by the learned Rabbi, *D. Simonsen* (French translation of 1885).

Cabinet XIII. Statuette of St. Francis, in wood, by *Alonso Cano*. Marble relief of the Virgin and Children, by *Mino da Fiesole*. Relief of St. Jerome, and of St. John Baptist—attributed to the same sculptor. The two following Cabinets contain modern French works of art, and small groups, heads, and figures, in terra-cotta.

Cabinet X. Etruscan urns, friezes,

and other antiquities from tombs at Vulci, Cervetri, and Chiusi. Glass bottles and works in terra-cotta. 1220. Balustrade, from Cervetri, with a winged woman in Greek style (terra-cotta). 1192. Relief of a horseman. 1214, 1215. Cinerary Urns in alabaster, from Città della Pieve—the latter well coloured and gilded. 1213. Sarcophagus from Vulci, with very interesting sculptures, representing a death-scene, in which are introduced Charon and a Fury.

***Excursions from Copenhagen** (see Rtes. 21, 22, 23).

ROUTE 21.

COPENHAGEN TO KLAMPENBORG.

Rly. to (8 m.) *Klampenborg* in 25 min., every hour at least, and oftener on Sun. and holidays. Fare, 60, 40, and 25 öre. Stations, *Nörrebro*, *Hellerup*, and *Charlottenlund*.

The railways on the island of Zealand enable the traveller to visit most of the places claiming his attention in excursions from Copenhagen, and he may select any one or more of the places mentioned below, and combine them in any order he pleases. (Compare, for the Rly. journey, and for places on the coast-line which may be reached by steamer, Rte. 22.)

The immediate neighbourhood of Copenhagen is flat and sparingly timbered, and the island of *Amager* offers absolutely nothing of interest. The inhabitants are descendants of Dutch colonists who settled here in 1516, and have to a great extent preserved their national costumes. The whole island is an immense nursery garden, supplying Copenhagen with vegetables. But on Zealand itself, at a distance of about 5 to 10 m. N. of the capital, there are extensive tracts of woodland, stretching, through a considerable area, partly along the sea, partly surrounding numerous small inland lakes, and affording many pretty excursions. In spite of its high latitude, the summer in Copenhagen is often oppressively hot, and the townspeople go north to seek summer quarters—often very modest and at the same time very expensive ones—in the neighbourhood. The favourite place of resort is the

Strandvei, or road along the seashore, as well as the villages to the north of the town. The hundreds of large and small houses and pretty gardens, inhabited during the summer months, which are scattered over the country, give it a very lively and pretty appearance.

Copenhagen to Klampenborg, from a separate Stat., a little N. of the central terminus (E. 4). This Rly. affords an easy and quick communication with these places; but it is preferable (though certainly more expensive) to take a carriage and drive N. by the *Strandvei* or N.W. by the high road towards Lyngby to those parts of the neighhourhood which can thus be visited. The price for a two-horse carriage varies from 10 to 20 kr. a day, besides 3 or 4 kr. for the driver and his food.

The Rly. follows the main line towards Helsingör as far as

3 m. **Hellerup**, and then branches to the rt.

4 m. **Charlottenlund** Stat. [It may be reached also from the Kongens Nytorv by Horse Tramway as far as the *Triangel* (B. 5), whence a Steam Tramway runs in 25 min. to *Charlottenborg*, 10 min. to *Skovshoved*, and 10 min. more to *Klampenborg*.] Here is a park—or rather a mixture of wood and garden—covering about 80 acres, and surrounding a country house belonging to the Crown, and generally tenanted by some member of the Royal Family. On Sunday afternoons and feast-days thousands fill its walks and glades; dancing and music is going on till late at night, and when the last train and the last omnibus or char-à-banc have returned to town there are still many hundreds left, who prefer to walk home with song and

merriment in the cool of a Danish summer night. Close to Charlottenlund are capital sea-baths at the *Öresund.* The carriage-road branches N.W.W. through a magnificent lime avenue to

Bernstorff, a manor-house built a century ago by Count A. P. Bernstorff, an influential man in Denmark, now in possession of the Crown, and used by the Royal Family as a summer residence. 10 min. S. is the Stat. of *Gjentofte* (Rte. 22). $\frac{3}{4}$ m. N.W. of Bernstorff is *Jægersborg*, ✡ where the Hussars have Barracks; and 1 m. further (8 m. from Copenhagen) is **Lyngby** Stat., ✡ with the small palace and beautiful park of *Sorgenfri* (beautiful roses), residence of the late Queen Dowager, from whence the extensive woods of *Frederiksdal* ($\frac{1}{4}$ m. W.), surrounding the lake of *Fure Sö*, may be reached by road or in a boat on the lake of Lyngby. 1 m. N. of Lyngby is *Hörsholm* (see below).

Continuing the journey by the Strandvei for about 3 m. beyond Charlottenlund we come to the ***Deer-park** (Dyrehave), the gem of the environs of Copenhagen. From the Rly., as well as from the Strandvei, the Deer-park is entered at the S.E. corner. Just outside, with a good view of the Sound and close to the landing-place of the steamers, is the *Bellevue* restaurant, where the steamers land. A little further on, at the S.E. corner of the park, are the favourite sea-baths of

Klampenborg Stat., ✡ where the branch Rly. ends. Many Swedes and Germans come here for the summer. 10 min. N. is the village of *Taarbæk.* ✡ The Deer-park itself is an enclosure of about 4200 acres, divided in two parts by a small river, which supplies the necessary water-power for a large paper-mill at the outfall in the Sound, and for two manufactories in the park itself. The southern part, about 2800 acres with fine timber, especially magnificent beeches, is a Royal preserve, and vast herds of stags, red deer, and fallow deer, may be seen grazing on its glades or lying down under the trees. The large white stags are particularly beautiful. In the middle of an open space stands the

Eremitage ✡ (Hermitage), a small Royal hunting-pavilion. Some of the rooms (very plain inside) are accessible to the public, and can be used for pic-nics. The view across the Sound to the coast of Sweden is very fine. On the 5th June a great national festivity is generally held here in honour of the Danish constitution. At a little distance are three large stones with inscriptions erected, one in commemoration of the first meeting here of students from all the Scandinavian universities; the two others commemorate visits to Copenhagen by a great number of Schleswigers in 1861, and again in 1865.

In the southern part of the enclosure is an open space called *Dyrehavsbakken*, where a very animated fair is held every year in June and July. Roads and paths cross the park in every direction. One road runs parallel with the southern fence by Dyrehavsbakken, and leads from the gate at Klampenborg to that of *Fortunen*, ✡ where just outside the park a fine distant view of Copenhagen and the sea presents itself. The continuation of the road leads through the wood, and the above-mentioned avenue to *Bernstorff*, which is seen in the foreground, and further on to Charlottenlund. The rt. road leads through open fields to *Lyngby* (see above).

The narrow slip of land between the park and the sea is studded with villas of every shade of size or elegance, amongst which is **Skodsborg**, ✡ where Frederik VII. used to spend a few months every summer. 2 m. N. are the villages of *Vedbæk*, ✡ with the park of *Enrum*, ✡ and 2 m. further *Rungsted.* The coast is here in many places high, and affords splendid views of the sea. The best points are *Lokeshöi* to the rt. of the road, just north of the Deer-park, and *Ewaldhöi*, near the inn at Rungsted, where the poet Ewald spent his last years. The island of

Hveen, where the astronomer, *Tycho Brahe* resided, and where the foundations of his castle and observatory are still seen, is only 7 m. distant; to the south of it, on the more distant coast of Sweden, appears the town of *Landskrona;* towards the north *Kronborg* on the Danish coast is distinctly seen. 2 m. inland from Rungsted is

Hörsholm, ✡ where Christian IV. erected a magnificent palace in 1733–1744. It was called the Versailles of the north, and certainly surpassed most royal residences in splendour. Here Caroline Mathilde spent her last summers in Denmark. Frederik VI., who was born here, but disliked the palace, suffered it to fall into decay, and in 1810 its demolition was ordered. Where the palace stood is now a small plain church. But of the surrounding grounds a portion at least remains. Hence a road leads S. to (10 m.) *Lyngby*, and S.W. to (6 m.) *Birkeröd* Stat. (Rte. 22).

ROUTE 22.

COPENHAGEN TO HELSINGÖR.

Miles.	Stations.	Routes.
	Copenhagen	20, 21, 23
1	**Nörrebro**	
4	**Hellerup** . . .	21
6	**Gjentofte**	
8	**Lyngby**	
12	**Holte**	
14	**Birkeröd**	
18	**Lilleröd**	
22	**Hilleröd**	
	1 **Slotspavillonen**	
	3 **Kildeporthus**	
	4 **Gribsö**	
	6 **Kagerup**	
	9 **Maarum**	
	13 **Græsted**	
28	**Fredensborg**	
32	**Kvistgaard**	
36	**Snekkersten**	
38	**Helsingör**	

Helsingör may be reached conveniently, either by railway, carriage, or steamer. By taking the first train, Fredensborg may be seen on the way. A direct ticket to Helsingborg on the Swedish coast includes the passage of the steamer from Helsingör. Or the hurried traveller may take the first steamer, see Helsingborg, stop at Helsingör and Kronborg, and reach Frederiksborg in time for a glimpse of the Castle, returning to Copenhagen by the last train. The steamer starts from the corner of the Havne Gade and Nyhavn (E. 6, 7). But it is better either to sleep at Helsingör, and next day take the train to Fredensborg, see the park and Nordmandsdalen, and pass on to Frederiksborg (Hilleröd) by train, or by carriage (an hour's drive on a pretty road, offering to the rt. good views of Esrom Lake); or to drive in the afternoon to Fredensborg, return from thence to Copenhagen by rail, and make Frederiksborg the subject of a separate excursion. If more time is available, drive from Helsingör by the old upper road to *Hellebæk*, thence to *Hornbæk*, ordering the driver to stop below *Odinshöi*, while you ascend to enjoy the view; then back by *Havreholm* to Esrom, and round the lake by the road which skirts its shores to *Fredensborg* or *Frederiksborg*. Thence the drive may be prolonged to *Frederiksværk;* up the fjord to *Jægerspris*, and by Rly. from Frederikssund; or better, if not already visited, *viâ* Roskilde to Copenhagen.

The coast of the Sound north of Copenhagen as far as Rungsted is excessively pretty from the sea when illuminated by the morning sun; it appears almost one immense garden with houses of every description dotted about; and as the ships passing the Sound to and from the Baltic almost all keep near to the Danish coast, partly on account of the prevalence of westerly winds, partly because the sandbanks are fewer—this circumstance contributes very much to heighten the charms of the journey. The stopping places are: (25 min.) *Skovshoved;* (10 min.) *Bellevue*, for *Klampenborg;* (5 min.) *Taarbæk;* (20 min.) *Skodsborg;* (10

min.) *Vedbæk;* (15 min.) *Rungsted,* for *Hörsholm;* (25 min.) *Humlebæk;* (40 min.) *Helsingör.* At Rungsted, Humlebæk, and at two other unimportant stations, small boats are used for landing.

The Rly. describes a wide curve through the pretty Frederiksborg quarter, and passes the populous suburb of *Nörrebro.* Thence to

4 m. **Hellerup,** the Junct. for *Klampenborg* (Rte. 21). The train now bears N.W. to

6 m. **Gjentofte.** About ½ m. to the rt. is the royal château of *Bernstorff* (Rte. 21).

8 m. **Lyngby,** ✡ on the E. extremity of its pretty lake. Close by to the N. is the Villa of *Sorgenfri* (Sans Souci), with a charming little park, open to the public. 2 m. W., beyond the little *Lyngby Sö,* lies **Frederiksdal,** ✡ a charming villa belonging to Count Schulin, and surrounded by extensive woods. N. of it stretches the very attractive *Fure Sö,* whose S. bank the traveller may follow from the Villa to (4 m.) *Fiskebæk,* a mile due E. of which is **Farum,** ✡ on the N. bank of the little *Farum Sö.* Thence he may strike S. to (8 m.) *Maalöv* Stat. (Rte. 23), passing the little (4 m.) *Sonder Sö,* which supplies Copenhagen with water.

12 m. **Holte.** ✡ Pleasant walk through woods E. to the village of (1½ m.) *Sölleröd,* and thence to (4 m.) *Nærum,* close to the W. margin of the Dyrehave, which the pedestrian may thread to (6 m.) *Skodsborg* (Rte. 21). About a mile W. of Holte is the Château of *Dronningaard* on the *Fure Sö.*

14 m. **Birkeröd.** ✡ Carriage-road N.E. to (6 m.) *Hörsholm* (Rte. 21).

18 m. **Lilleröd.** ✡ Further on, to the rt., lies the *Store Dyrehave.* At the N.W. extremity of the woods is

22 m. **Hilleröd** (3700), ✡ whose name is almost eclipsed by the superior importance of the Royal Palace of ***Fredericksborg Slot,** which lies nearly a mile N.W. of the Stat. (Adm. daily from 9.30 to 4; in summer also from 5 to 7; Catalogue in Danish, 25 ö. Entrance by the middle door in the N. main building; tickets in the office to the rt., 35 ö.).

The Collection is admirably arranged, and the gangway is so contrived that the visitor may walk through the labyrinth of rooms alone, without the possibility of losing his way, or missing any object of interest. Having made the circuit of each floor in the prescribed order, he emerges at the foot of a staircase on the Court, and crosses it to inspect the Chapel.

The original **Castle of Frederiksborg** was built by Frederik II. in 1562, and a part of the present building dates from his time; but the main portion was taken down and replaced by the present palace in the years 1602–1608 by Christian IV. On the 17th of Dec., 1859, a terrific fire destroyed almost the whole of the interior, and a great mass of valuable historical relics were lost, but the walls remained standing, and, thanks to the numerous descriptions and drawings in existence, it was possible to restore the whole exterior of the Castle, as well as the interior of the Church in which six Danish kings have been crowned, to its original condition, at a cost of about 40,000*l.* The Castle is situated in a lake, on three islands, and is one of the noblest and most beautiful palaces in Europe. "In the depths of the beech-woods is a great lake, in the centre of which, on three islands, united by bridges, rises the palace, most beautiful in its time-honoured hues of red brick and grey stone, with high roofs, richly sculptured windows, and wondrous towers and spires. Each view of the castle seems more picturesque than the last. It is a dream of architectural beauty, to which the great expanse of transparent waters and the deep verdure of the surrounding woods adds a

mysterious charm."—*A. J. C. Hare.* On the island nearest the town are two peculiar low round towers erected by Frederik II. The entrance to the second island is ornamented with a huge gate-tower, and beyond this the Castle, situated on the third island, presents itself. It consists of three sides of a courtyard, with a closed gallery on the fourth side at the entrance, ornamented with rich and well-executed sculptures. The interior had already, at the time of the fire in 1859, sustained so many changes that scarcely anything remained in its original state, save the Banqueting Hall and the Church.

The first corridor is painted by modern artists with legends of the Danish kings. Further on is a good copy of the Bayeux tapestry arranged in a series of small rooms. To this follows a Collection of Armour, and the Banquet Hall, a large, low room, with armed knights standing round the walls. A staircase now leads to the first floor, where is a handsome wainscoted hall with numerous coffers. Passing through a succession of similar rooms, containing good cabinets, coffers, and other furniture, and commanding exquisite views over the lake, we reach a small turret-chamber with a curious astronomical clock. Hence a second staircase leads to a suite of rooms on the higher floor, containing bad pictures, but a few interesting prints and engravings. Some steps on the left now ascend to the Riddersal (Knights' Hall), with black marble chimney-piece and columns, and fine tapestry on its walls. The remaining rooms on the second floor are only remarkable for their admirable specimens of old furniture. We now descend to the first floor, where another suite of rooms is traversed, and a final descent leads into the courtyard, which is crossed to reach the

Chapel. This very interesting building, though much damaged by the fire of 1859, was not entirely destroyed, and has since been partly rebuilt, and its decoration well restored. It was re-consecrated in 1864. The altar and pulpit, of ebony and massive silver, as well as the font, were saved from the fire. Over the altar is a Crucifixion in silver gilt, with the Condemnation by Pilate and Entombment in silver on the wings; above, the Resurrection; below, the Last Supper, with the four Evangelists. At the back of the shutters, the Beheading of St. John and Martyrdom of St. Sebastian; outside the Tabernacle, panels of the Apostles, in silver plates. The Pulpit is adorned with silver statuettes of St. John Baptist and the Evangelists. Steps from the left hand corner behind the altar lead to the gallery, at the further end of which, facing the altar, is the Bedekammer or royal closet. It was ornamented with numerous pictures and carvings, the latter executed by Christian IV. himself, but was entirely destroyed in the fire, and has been restored. It is decorated with 24 very beautiful pictures of New Testament subjects by *Carl Block*, full of dignity and tender feeling, and well worthy of minute study. In the Chapel are the coats-of-arms of the Knights of the Elephant, and of those who have received the Grand Cross of the Dannebrog.

The Castle, as it now stands, is a monument not only of its builder Christian IV., but of the national feeling of the Danish people at large, by whose exertions the restoration after the fire alone was rendered possible. A peculiarity connected with the Castle is the great assemblage of rooks from the neighbouring extensive forest, which takes place every afternoon about 6 o'clock. The roofs are black with the birds, which, after a short palaver, again separate and presently return. On the left of the entrance a path leads through a gateway to a pretty garden with luxuriant box hedges. 200 yds. to the left stands the *Badstue*, a very pretty little miniature Château, erected by Frederik II., and beautifully restored by Frederik VII. Returning to the high road, and thread-

ing the pretty gardens, we reach in 5 min. an Obelisk of granite to the memory of Christian VI. (1788–1818), adorned with a bronze genius holding a torch. A little further on is the *Slotspavillon,* a large and popular restaurant, where the park on this side comes to an end. A splendid view of the Castle is obtained from the *Jægerbakke,* a few minutes' walk from the garden. Another fine view is had from the *Rokkesten,* which forms part of a gigantic dolmen south of the town. But the finest view in the neighbourhood, and one of the best in Denmark, is from the *Skandsebakke* (265 ft.), 1½ m. N.E. of the town. It embraces the lake of Esrom, and the Sound in the distance, besides the Castle with its terraced garden and ornamental sheets of water.

[A branch Rly. runs N. from Hilleröd to *Græsted,* passing a local Stat. for the *Slotspavillon* (see above), and soon reaching *Kildeporthus,* where the line enters the wild and romantic ***Gribskov.** This wooded tract of country encloses several picturesque little tarns, and is studded here and there with hillocks, from which good views are obtained. It is well worth exploring. The train now arrives at

4 m. **Gribsö,** with a pretty lake on the left. Fine view from the *Fruebjærg* (215 ft.). S.E. a road leads to (3 m.) *Nöddebo,* on the *Esrom Sö.* Further on is

9 m. **Maarum** Stat., the village lying 2 m. W. Hence a road leads N.E.E. to (3 m.) **Esrom,** prettily situated near the N. end of the *Esrom Sö,* on the site of a 12th cent. Cistercian monastery. The Rly. now curves N.W. to

13 m. **Græsted,** whence a road leads N.E. to (6 m.) *Gilleleje,* passing (2 m.) *Söborg Slot* (see below).]

The main line, on quitting Hilleröd, turns N.E., skirts the Gribskov on the left, and runs to

28 m. **Fredensborg,** a little town which owes its origin to the royal summer residence built here at the beginning of the last century. It was finished in 1720, and so named because the treaty of peace (*Fred*) which put an end to the "eleven years' war" between Denmark and Sweden was concluded here. The PALACE possesses but little internal beauty besides the *entrance hall,* which is very fine, and a few good old ceilings with stucco-reliefs in the style of Louis XIV. (fee, 1–6 persons, 2 kr.; 7–12, 4 kr.). But the PARK abounds in magnificent avenues, charming flower-beds, terraces, and sculptures, and its beauty is much enhanced by the *Lake of Esrom* and its wooded shores. Boats can be had in the so-called Skipperhus. One of the chief features of the park is the *Normandsdalen, containing 69 figures representing Norwegian peasants in national costumes. 10 m. S. of the Stat. is the village of *Asminderöd.*

The train goes on to

32 m. **Kvistgaard.** Pleasant walk S.E. by the old manor-house of *Krogerup* (see below) to (2½ m.) **Humlebæk,** one of the Steamboat stations on the Öresund. Good sea-fishing. 2½ m. N. of the Rly. Stat. is *Marianelund,* whence a path leads N. in 10 min. to the beautiful **Gurre Sö.* On the extreme S.E. point of the lake are the ruins of *Gurre Slot* (see below).

Passing the fishing hamlet of *Snekkersten,* where the sea is reached, the train turns N., and skirts the shore, affording fine views of the Swedish coast, to

38 m. **Helsingör.** The Rly. Stat., a large and well-arranged building, stands at the end of the quay, only a few yds. distant from the landing-place of the steamers.

HELSINGÖR (11,000) is a very old town with a Gothic *Townhall,* rebuilt in 1855. The place formerly derived its wealth almost entirely from the *Sound dues* which were paid here by

all vessels going to or coming from the Baltic. The payment of this impost, abolished in 1857, necessitated the stoppage of the vessels, which therefore often took their supplies here. Before 1660, when Skaniæ still belonged to Denmark, the main communication between the provinces on both sides of the Sound was by way of Helsingör, and the opposite port of Helsingborg on the Swedish coast, the width of the Sound being here not more than 2¼ m. Partly to facilitate the enforcement of the Sound dues, partly to prevent the passage of a hostile fleet, a fortified Castle was at a very early time constructed on each coast of the Sound. The one at Helsingborg has disappeared save an old square tower, prominently seen from the Danish coast; but that of Helsingör, the well-known **Kronborg**, still exists, though it is of no importance now as a fortress.

The Sound dues were commuted in 1857 for a payment by the maritime nations of Northern Europe to the Danish Government, amounting to upwards of three millions sterling.

The present **Castle**, a quadrangle, with towers at each angle, was built in 1574–1585, in the Renaissance style of the period, by Frederik II. and presents a very picturesque appearance either from the sea or from the shore. The entrance is from the N. side, 15 min. walk from the harbour, a long circuit being necessary to penetrate the surrounding fortifications. Tickets (at a door on the rt. in the Court), for the pictures, chapel, and tower, 30 ö.; chapel alone, 20 ö.; casemates, 25 ö. The pictures are not worth seeing, but the tower (185 ft.) commands a splendid *view. The Chapel, on the S. side of the Court, has galleries, seats, and a royal pew of curiously carved and gilded woodwork. At the altar is a crucifix of gilded marble, with the Sacrifice of Isaac and the Brazen Serpent in wood on the wings. The Chapel was restored in 1843.

From the windows there is a lovely sea-view. Caroline Mathilde inhabited a small apartment here in 1772, before she was taken to Hanover (see Introd. § 10), and her rooms are still shown. One of the turrets serves as a lighthouse.

1½ m. N. of the town is **Marienlyst**, ✡ originally a Royal marine residence, now a much-frequented sea-bathing establishment. The grounds in front of the house are open to the public, but the building—containing balconies with fine view, reading-rooms, &c., and the terrace behind the house, are accessible only to subscribers, or for travellers on payment of 70 ö. for the day.

On the terrace behind the Château is the so-called *Grave of Hamlet*—a circle of trees round a fragment of a column. English travellers—innocently believing, on the authority of Shakespeare, that Hamlet really had something to do with Kronborg, although in reality he lived in quite a different part of the country, and a thousand years before Kronborg was built—used so constantly to ask the guides for Hamlet's grave, that they found themselves under the necessity of inventing one, and some bright individual hit upon this spot, which has ever since retained the name. Tourists, however, were not yet satisfied; as soon as a grave was found for Hamlet it became necessary to discover Ophelia's brook, and this, too, was successfully accomplished. It is shown north of the garden, near a delightful path which runs at the foot of the high coast parallel with the shore to Hellebæk. The spot is pretty, and so far well chosen, but there are but very few inches of water in this modern Ophelia's spring—a circumstance which unavoidably suggests the profane thought that the lady must have had some difficulty in drowning herself here.

Many foreigners, mostly Germans, spend the summer at Marienlyst; the bathing is better than in the Baltic, and the neighbourhood pretty and interesting.

The environs of Helsingör are well timbered, but the beauty of the place

is the view of the sea, backed by the charmingly wooded Swedish coast, with the headland of *Kullen*, a remarkable isolated mass of granite 900 ft. high, in the distance, and enlivened by hundreds of vessels constantly passing through this narrow channel to or from the Baltic. In this respect Helsingör is unique; nowhere in the world are so many ships seen constantly together in movement, and to the lover of the sea and of ships few things can be more amusing than cruising about in a boat at the entrance of the Sound.

[A very pretty drive through woods, and past beautiful little lakes, leads N.W. to (3 m.)

Hellebæk. Here a considerable manufacture of fire-arms and various iron goods was established a century ago and exists in part still. In the summer the place is filled by people from Copenhagen, who come here to enjoy the fresh air and the bathing. The woods of Hellebæk, which form a park to the manor-house of that name, are laid out in pretty walks, and the timber is splendid. 10 min. beyond the village is *Aalsgaard.*

2 m. further along the shore is **Odinshöi** (140 ft.), the highest point on the coast, from which is gained a charming view of the entrance to the Sound and of Kronborg. 3 m. along the coast is **Hornbæk,** a fishing-village near a very characteristic plantation for subduing the drifting sand, and 5 m. beyond it, **Nakkehoved,** 2 m. short of which we cross the mouth of the canal which drains the *Esrom Sö* (see below). From the upper lighthouse is a very interesting sea-view, and in the pretty little garden—doubly pleasing in this desolate spot—travellers can pic-nic, but provisions must be brought. About a mile further is

Gilleleje, on the northern extremity of Zealand (see above). The return road, if the traveller is driving, should be laid through (4 m. S.) **Söborg,** a village near the scanty ruins of the once famous Castle of Söborg, in a lake which is now laid dry. Many state prisoners were kept here in the early middle ages. 2 m. S.W. lies *Græsted* Stat. (see above). Continuing S.E., the road next reaches (4 m.) **Esrom,** once a powerful and wealthy monastery, of which only small fragments remain. It is at the north end of the lake of Ersom, with beautifully-wooded shores. A canal running N. (see above) connects it with the sea, and serves for the export of firewood from the adjoining forests. A good road leads due E. from Esrom to (9 m.) *Helsingör*, running a little north of the *Lake of Gurre*, through the woods of *Horseröd;* but it is worth while to turn S.E. about half way, and skirt the E. shore of the lake to the *Ruins of Gurre.*

Gurre was in the early middle ages a favourite residence of several Danish kings, particularly Valdemar II., whose paramour Tovelille, of whom the old ballads have much to say, was kept hidden here. The legend says that Valdemar used to exclaim that God might keep his heaven, if he (the king) only might retain Gurre; and consequently his unhappy soul is still lingering there, and often of a night he is seen hunting, with a mysterious and awful troop of followers, and a pack of fiery dogs. The Castle, situated in an idyllic spot near the lake and village of Gurre, fell into disuse in the 15th cent., and the stones were mostly used in the construction of Frederiksborg. The remains are now enclosed, and the key can be had in a cottage close by. 10 min. S.W., near *Valdemarslund*, the residence of the principal officer of the extensive woods in this district, which all belong to the Crown, is another fine view of the lake. The road turns sharp to the l., passes by *Marianelund* through another wood, to *Danstrupheyn*, and past the *Rostgaard stone* across fields to *Fredensborg*, 6 m. S.W. of Gurre.

The Rostgaard stone commemorates a bold attempt made by *Hans*

Rostgaard and two others to regain possession by a *coup de main* of the fortress of Kronborg, which in the year 1658 had fallen into the hands of the Swedes. The plan was discovered, and the leaders had to fly for their lives. Rostgaard, in order to deceive his pursuers, killed his horse at the side of a pond where the stone stands, and threw off his clothes, which made them believe that he had been killed and drowned in the lake, and thus he escaped. He was the owner of *Kregerup*, a manor-house close to *Humlebæk* (see above).]

Few travellers omit the short and easy excursion from Helsingör across the strait to *Helsingborg* on the coast of Sweden. Steamers run several times a day in 20 min., in connection with the trains and coasting steamers from Copenhagen, and the passage in fine weather is very enjoyable.

Helsingborg (21,000), with a harbour considerably enlarged in 1891, is prettily situated on the Öresund at its narrowest point, only 2½ m. from the opposite shore. The town is prosperous and cheerful, but contains no important buildings or objects of interest. There is good sea-bathing at a large Establishment about ½ m. N. of the quay.

Following the broad Torg, which runs inland for a short distance from the quay, and ascending some narrow streets, we soon reach the brick tower of **Karnan*, 102 ft. high and 56 ft. wide, with walls 16 ft. in thickness (key at No. 73 in the Långvinkels Gatan, 10 ö.). A flight of 129 steps leads to the summit, which commands a very extensive and pleasing view.

Further E. is the *Öresundspark* (10 ö.), a prettily laid-out garden, with shady paths and shrubberies, and a view over the Sound. Near it, towards the N., is the *Helsan*, an iron spring with a small Establishment and Restaurant, where a band plays every morning and evening in the summer. Another much frequented spring is the *Ramlösabrunn*, about 3 m. S.W. on the local Rly. to *Råå*. In the opposite direction, about 3 m. N.E. of Helsingborg, is the royal villa of *Sophiero* (1865), with a pretty garden; and 2 m. beyond it the manor-house of *Kulla Gunnarstorp*, a Renaissance building, with a fine park.

ROUTE 23.

COPENHAGEN TO FREDERIKSSUND.

Miles.	Stations.	Routes.
	Copenhagen	20, 21, 22
2	**Frederiksberg** . .	20
10	**Ballerup**	
12	**Maalöv**	
15	**Viksö**	
25	**Frederikssund**	

The Rly runs W. to

2 m. **Frederiksberg**, where it turns rt. from the main line towards Roskilde, and bears N.W. to

10 m. **Ballerup**. ✡ Dil. N. to (2½ m.) *Jonstrup*. 2 m. N. of this village, or 4 m. N.E. of

12 m. **Maalöv**, is the *Söndersö*, a lake which forms one of the principal water-supplies of Copenhagen. A pleasant walk may be taken hence N. to (3 m.) **Farum**, on another little lake, from which place the pedestrian may proceed N.E. to (4 m.) *Birkeröd*, or S.E. through *Frederiksdal* to (6 m.) *Lyngby*, skirting the pretty **Fure Sö**, and returning to Copenhagen by train (Rte. 22).

25 m. **Frederikssund** (1300), ✡ a small borough on the E. coast of the Roskilde fjord, which is here very narrow and traversed by a boat-bridge. From the wooded hills to the left of the road there is a good view.

3 m. W., crossing the bridge, is

Jægerspris, ✡ originally called *Abrahamstrup*, which belonged to the Crown as early as the year 1300, but afterwards changed hands frequently.

Its last royal owner was Frederik VII. The house is peculiar and old-fashioned, but not particularly imposing; it is beautifully decorated inside, and the rooms occupied by Frederik VII., which contain a great many objects used by him, his drawings, &c., are preserved intact, and can be seen. The Park is open to the public, and is very interesting. Frederik VII. adorned it with numerous sculptures, many from the designs of *Wiedewelt*, an excellent Danish sculptor of the 18th cent. Most of them represent great men in the history of Denmark, and some are portraits. There is also a splendid "jættestue," or large sepulchre of the stone age. N. of the park is the *Nordskov*, an extensive wood containing the largest oaks in Denmark. The *King's oak* is now reduced to a hollow trunk, with green branches issuing from the inside as well as from the outside of the three pieces which remain. Its circumference is 42 ft., at a height 4 ft. from the ground. The *Stork oak* has a circumference of 36 ft., and is 24 ft. high.

The neighbourhood of Frederikssund is interesting in an archæological point of view, being very rich in dolmens and other monuments. 5 m. N. of the town, halfway to Frederiksværk, is *Havelse*, with celebrated kitchen middens; and about 8 m. S., on the road to Roskilde, is a remarkably large and fine *jættestue* near *Udleire*. 2 m. further an enormous oblong tumulus marks the burial-place of *King Frode*, of whom the old legends, as related by Saxo Grammaticus, are full. Here he was buried, and on the top were the monumental stones with a Runic inscription in his honour, which procured its author the crown of Denmark, it having been resolved that whosoever wrote the best poem in honour of this popular king should be his successor. Two centuries ago the stones were taken away to repair the bridge over the neighbouring river *Være*. The parish uses the tumulus for a gravel-pit—happily a very unusual mark of disrespect for historical and antiquarian monuments in Denmark. Archæologists would most likely prefer to drive from Frederiksværk to (12 m.) Frederikssund, taking Havelse by the way, and thence to (15 m.) Roskilde.

Steamer S. through the well-wooded fjord from Frederikssund to Roskilde in 1½ hr., touching half-way at *Skibby*, where is a Church with 12th cent. frescoes.

Steamer also N. in an hour to *Frederiksværk* (see below), and thence in 2 hrs. W. across the mouth of the *Issefjord* to **Nykjöbing** (1700).✡ There are two other places of this name—one in Jutland (Rte. 14), and the other in Falster (Rte. 28). A good road leads S. to (23 m.) *Holbæk* Stat. (Rte. 24), passing (13 m.) **Veirhöi** (400 ft.), celebrated all over Denmark for its view. 2 m. further S. is *Dragsholm Slot* (Rte. 24).

12 m. N. of Frederikssund is

Frederiksværk (900).✡ The road is uninteresting, and the country treeless. The little town is situated on the outlet of the large lake *Arresö* into the Issefjord, and consists mainly of the houses of artizans employed at the large cutlery and iron works established here at the beginning of last century, and now in private hands. The neighbourhood is very beautifully wooded, and from several points, particularly the *Maglehöi*, there are extensive and varied views.

4 m. W. is the **Kjökken-mödding** at *Sölager*, visited by the International Archæological Congress, held in Copenhagen in 1869. The lake of *Arresö* was formerly connected with the Kattegat, but this ancient outlet has been entirely stopped, and the country far and wide desolated by drifting sands. These have now, however, been subdued by plantations, which are worthy of a visit. The drive N. across the so-called *Asserbo Overdrev* is very characteristic; there is a melancholy monotony in the landscape, contrasting forcibly with the smiling beauty of Frederiksværk. Here was in olden time the strong

and famous Castle of *Asserbo*, but only a ruin is now left. The principal plantation is near *Tidsvilde*, close to the sea, and here is also, at the very top of the cliff,

St. Helen's Well, of which the water was, until quite lately, supposed to be in possession of marvellous healing powers. On the eve of St. John the Baptist, thousands often came to drink at the well. The legend is that the saint had been killed by ungodly men in Sweden, and her body thrown into the sea; but a large stone floated it to the surface and carried it across to the Danish coast. Pious persons wished to bury the saintly remains in the church, but came only to this place, where the earth voluntarily opened to receive the body.

Forty years ago this whole neighbourhood was still a sandy waste, exceedingly interesting to the naturalist; now the land is almost all taken into cultivation. The drive from Tidsvilde to (13 m. S.E.) *Frederiksborg* goes through a district exceedingly rich in barrows and dolmens.

ROUTE 24.

ROSKILDE TO KALLUNDBORG.

Miles.	Stations.	Routes.
	Roskilde . .	20, 25
6	**Leire**	
11	**Hvalsö**	
17	**Töllöse**	
22	**Holbæk**	
28	**Regstrup**	
32	**Mörköv**	
36	**Jyderup**	
42	**Svebölle**	
50	**Kallundborg**	

The train follows for some distance the main line towards Korsör, and then turns rt. to **Leire**, ✡ an ancient residence of the Danish kings. 3 m. W. is *Lethraborg* (carriage from Roskilde, 6 to 8 kr.), the seat of Count Holstein-Lethraborg, with a beautiful park and interesting stone monuments of great antiquity. Within the park is the *Herthadalshus*, in a pretty valley by a lake. About a mile S. of Leire is the village of *Om*, where a very fine *Jættestue* may be seen. The key to be had from the farmer on whose ground it lies. A passage 22 ft. long, formed by enormous stone slabs, leads to the sepulchral chamber, 22 ft. long, 5½ to 6 ft. high, and 8 ft. wide. When opened in 1832 it was found to contain a number of skeletons and urns. Candles or magnesium wire should be brought.

11 m. **Hvalsö.** ✡ Pleasant excursion S. to (6 m.) *Skjoldnæsholm*, an interesting old manor-house with fine woods and a lake. A mile N. of it rises the *Gyldenlöves Höi* (415 ft.), the highest point in Zealand.

17 m. **Töllöse.** ✡ with a fine manor-house on the left. 1½ m. S.E. is the manor-house of *Aastrup*.

The Rly. now turns N. to

22 m. **Holbæk** (4000), ✡ situated on a branch of the Issefjord.

3 m. E. is *Dragerup Skov*, and just beyond it *Bramsnæs Vig*, the Government Station for torpedo experiments.

28 m. **Regstrup.** On the rt. is the large park and manor-house of *Lövenborg*.

32 m. **Mörköv.** Dil. N. to (6 m.) *Svinnige*. ✡ 1½ m. S.E. of the Stat. is the park of *Frydenhal*, in a beautiful situation, with fine views.

36 m. **Jyderup.** ✡ Close by, to the S.W., lies the *Skarridsö*, a lake surrounded by lovely woods, one of the prettiest landscapes in Zealand.

11 m. N. is the ancient Castle of *Dragsholm*, the seat of Baron Adler, formerly a Royal possession. Here Bothwell, first the lover, afterwards the husband of Mary Queen of Scots, spent his last years in prison, and was buried in 1578, at (4 m. N.E.) *Faareveile*.

2 m. N. of Dragsholm, on a narrow isthmus, is *Veirhöi*, with a magnificent *view, the finest in Denmark, extending 40 m. over a beautifully varied landscape and coast-line.

50 m. **Kallunborg.** ✡ Here is a very remarkable *Church of 1170 in the shape of a Greek cross, with an octagonal tower at the end of each arm, and a higher one in the centre supported by strong piers. The latter fell down in 1827, but it has been rebuilt, and the entire Church restored. An interesting excursion may be made to the peninsula of *Refsnæs*, 10 m. N.W.W., with numerous dolmens.

Steamer daily N.W. in 4¾ hrs. to *Aarhus* (Rte. 8), touching at (26 m.) **Koldby Havn,** ✡ on the Island of *Samsö*. 4 m. N. is *Tranebjærg;* and 2 m. S.E. of the latter place lies *Ballens Havn*, whence a steamer runs on Tues. and Fri. afternoon in 4 hrs. to *Odense*.

ROUTE 25.

ROSKILDE TO VORDINGBORG.

Miles.	Stations.	Routes.
	Roskilde . . .	20, 24
14	**Kjöge**	26
27	**Haslev**	
34	**Olstrup**	
38	**Nestved**	27
49	**Lundby**	
56	**Vordingborg** . .	28
58	**Masnedsund**	

Diverging l. from the main line to Korsör, this Rly. runs a little E. of S. to

14 m. **Kjöge** (3300), ✡ an old but insignificant place, with a church dating from 1326. In the 17th cent. a manufactory of tapestry was established here, and several of the productions of this establishment are still in existence, but it no longer flourishes. The Baltic here forms the *Kjögebugt*, a deep bay in which two famous naval battles have been fought with the Swedes. On the 1st July, 1677, Admiral Niels Juel defeated the Swedish fleet; on the 4th Oct., 1710, the ship of *Iver Hvidtfelt*, commander of the Danish line-of-battle ship *Dannebrog*, caught fire; but for fear of setting fire to other Danish ships, or causing confusion in the fleet, the commander refused to seek assistance, and preferred to run the risk of being blown up. This eventually took place, and he and his crew, about 700 men, perished (see p. 72). Near Kjöge a skirmish took place in 1307 between an English company and the militia of the neighbouring part of Zealand, in which the latter was dispersed.

From Kjöge the Rly. runs S.W., passing **Haslev.** ✡ 3 m. S.E. is *Bregentved*, the seat of Count Moltke, with a beautiful park (open to the public) and the best hothouses in Denmark. 3 m. S.W. of it lies *Gisselfeld*, built in 1547, formerly the seat of the families of Oxe, Lykke, and others, now an almshouse for noble ladies, with fine gardens. Close to the next Stat. is *Overdrevsbakken*, one of the highest points in Zealand (390 ft.), with a magnificent panorama.

38 m. **Nestved** (5500), ✡ has two churches which contain some old carving. Near *St. Morten's* is a very interesting old timber house with carved figures. *St. Peter's*, founded in the 13th cent., and soon afterwards destroyed by fire, has been rebuilt. The old Town Hall is interesting. 2 m. N.W. is

Horlufsholm, a public school, founded by *Herluf Trolle* in 1590, and the only one in Denmark at all comparable to the old public schools of England. It was originally a monastery established in 1261; at the time of the Reformation it was confiscated by the Crown, but afterwards ceded to Adm. Herluf Trolle in exchange for Hillerödsholm, where *Frederiksborg* was afterwards built. Herluf Trolle was childless, and fell as an admiral of the fleet in a battle against the

Swedes, but had previously destined the whole property to the foundation of a new school, and his widow *Birgitte Göye* faithfully carried out his intentions. The buildings are shown by the servants. The Church has lofty pointed arches, and a good carved pulpit and altar. The sarcophagi of the founders, in black marble with alabaster ornaments, are very handsome, and close to them is a beautiful altar with their figures in alabaster.

About 5 m. S. is the Castle of *Gaunö*, the seat of Baron Reedtz Thott, a very extensive old building originally a convent. The Castle contains a large collection of pictures, of which the historical portraits form the most interesting part. One of them is attributed to *Tintoretto*. 2 m. further lies the village of *Karrebæksminde*, on its little fjord, a quiet bathing-place.

On quitting Nestved the Rly. turns S.E. to

49 m. **Lundby**, from which an omnibus runs E. to (7 m.) *Præstö*, passing the manor of *Nysö*, the seat of Baron Stampe, with beautiful gardens. The principal part of the building was erected in 1672. Thorvaldsen used to spend his last summers here, and the apartments which he occupied, as well as his studio, are still preserved unaltered, and are shown to travellers.

Præstö (1500) lies in a very pretty situation at the S. end of its land-locked fjord. Pleasant walk from the Church to the Harbour. Omn. N. to *Saxe*, S. to *Kallehave*.

The train now runs S. to

56 m. **Vordingborg** (3200), a very old town, dating from the 12th cent. It was at a great Danehof or national assembly held here that King Valdemar II., in 1241, published the *Jydske Lov*, the oldest Danish statute law. Valdemar I. built a fortified castle, and Danish kings often resided here before Copenhagen was made a permanent residence. Of the old castle only a part of the walls remain, including the *Goosetower* (80 ft.), so-called because a golden goose did duty as a weather-cock. The key can be had in the town next door to the chemist's shop. The view is exceedingly pretty. The slopes round the ruin abound in sweetbriars, here called roses of King Valdemar. Less than 2 m. further is **Masnedsund**, where the Rly. ends. A steamer now crosses the Masnedsund to *Orehoved*, whence a Rly. runs S. to *Nykjöbing*. (Rte. 28). Opposite Stubbekjöbing, in the middle of the Sound, lies the little Island of *Bogö*.

12 m. E. of Vordingborg, and the same distance S.E. of Præstö, lies *Kallehave*, from whence a steam ferry crosses to *Koster*, on the beautiful little island of Möen. In Koster a carriage may be procured, if ordered beforehand, for *Liselund* (see below). An omnibus also meets the steamer, and runs to (7 m.) **Stege** (2200), a very old town with an interesting gateway. 2 m. E. the road to the klint passes through *Kjeldbymagle*, whose Church has a remarkable old altar. Further on, the road crosses a marshy track, which reaches right across the island from north to south, and was originally an inlet from the sea, separating the E. part from the rest. The village of (7 m.) *Borre*, with its handsome Church, was then a thriving seaport. The hills which form the cliff now present themselves. 3 m. further is *Liselund*, a large farmhouse where travellers are accommodated, and from which the celebrated ***Möens Klint**, one of the chief curiosities of Denmark, may be visited on foot.

The hills of Höie Möen consist of chalk with layers of flint, forming towards the sea an abrupt cliff, often presenting wild and grotesque forms. The superior beauty of this cliff over so many others of the same formation consists in its rich vegetation, the top being mostly covered by magnificent beechwoods. The cliff is private property, but is open to the public, and the owners have rendered it accessible by walks, railings, and seats. Special guide-books may be had on the spot. Geologists will find a rich harvest of fossils. The principal objects are the

Taler, the *Dronningestol* (420 ft.), which formerly was the highest point, but in 1868 a large portion of the cliff fell down into the sea, and the *Maglevandsfald* (335 ft.), ✡ a cleft through which lies an easy descent to the seashore. Farther inland excellent views may be had from the hills of *Kongsbjerget* (445 ft.), and *Aborrebjerget* (470 ft.), the highest in the island. The forest contains several tarns of unusual depth. The little district of Höie Möen is one of the most beautiful spots in the N.

ROUTE 26.

KJÖGE TO STUBBERUP.

Miles.	Stations.		Routes.
	Kjöge	. . . .	25
4	**Vallö**		
8	**Haarlev**		
	4	**Klippinge**	
	8	**Storehedinge**	
	12	**Rödvig**	
16	**Faxe**		
18	**Stubberup**		

A glance on the map will show that a line from *Præstö* to Kjöge (Rte. 25) forms the basis of a peninsula, which is known as *Stevnsherred*, and is reckoned the most fertile and richest part of Zealand. The limestone rock which underlies the whole of Denmark here comes to light in two places, partly in a cliff on the E. shore called **Stevns Klint**, well seen from the steamer between Copenhagen and Lübeck (Rte. 4), and partly in the hill of *Faxö*, an ancient coral reef full of remarkable fossils.

Our Rly. runs S. to *Vallö*, ✡ close to which is *Vallö Castle*, now an institution for unmarried daughters of the nobility, but originally an ancient manor. The principal part of the building was built in 1581 by Mette Rosenkrands, and is amongst the finest in Denmark. The institution is very rich, and its estates comprise thousands of acres. The interior can be seen on application to the gatekeeper, or in the office of the estate near the inn. The garden and park are always open to visitors.† The line goes on to *Haarlev*, ✡ whence a branch turns l. to *Rödvig* (see below), the main line continuing to **Faxe** Stat. ✡ The town lies ¾ m. W., close to the hill. The chalk is very extensively quarried, and a short line of railway brings it to the little harbour of **Faxe Ladeplads** (or *Stubberup*), on a pretty bay. About 5 m. E. is *Vemmetofte*, ✡ a mansion built in 1735, with an extensive estate, now forming an institution for unmarried ladies of the nobility, of the same kind as Gisselfeld. The park is open to the public.

The branch line runs S.E. from Haarlev to *Klippinge*. 3 m. N.E. lies *Gjorslev* (see below). Thence to **Store Hedinge** (1700), ✡ with a very remarkable old Church, originally octagonal, now a good deal altered. Geologists will not fail to visit the above-mentioned cliff or *Klint*, only 2 m. E., where the succession of the strata composing the Cretaceous formation in Denmark is easily and well observed. 5 m. N. of Store Hedinge is

Gjorslev, one of the oldest mansions in Denmark, built about 1400, of very peculiar exterior, and with many interesting details. The vaulted halls have a height of about 24 ft., and the entrance-hall, with a single central pillar, is very striking. The Library contains, amongst other treasures, a very extensive collection of maps. The garden (80 acres) is open to the public. The branch line now turns S. to

Rödvig, ✡ a small town with a lighthouse, at the N.E. extremity of Faxe Bay.

† This building, with its valuable Library, was destroyed by fire on March 20, 1893. It was insured for 7225*l.*, and its Church plate, which was saved, for 45,670*l.*

ROUTE 27.

SLAGELSE TO NESTVED.

Miles.	Stations.	Routes.
	Slagelse	20
10	**Dalmose**	
	7 Skjelskör	
15	**Sandved**	
20	**Fodby**	
25	**Næstved**	

From Slagelse this Rly. runs S.E. to *Dalmose*, whence a branch line strikes S.W. to **Skjelskör** (2300). $1\frac{1}{2}$ m. S. of this town is the manor-house of *Borreby*, and 2 m. further that of *Basnæs*—both worth a visit, with handsome buildings and fine parks. 6 m. further E. is the Castle of *Holsteinborg* (see below), also interesting. S.W. off the coast-line the little islets of *Aggersö* and *Omö*. The main line goes on to *Sandved*, whence a road leads S.W. to (4 m.) *Holsteinborg*, and thence to *Fodby*, 3 m. S. of which is the manor-house of that name; and passing near *Herlufsholm* (Rte. 25), reaches

25 m. **Nestved.**

PART V.

LOLLAND, FALSTER, AND BORNHOLM.

LIST OF ROUTES.

ROUTE	PAGE
28. Vordingborg to Gjedser, by Orehoved and Nykjöbing. Steam-ferry and Rail . .	89
29. Nykjöbing to Nakskov. Rail	90
30. Copenhagen to **Bornholm.** Steamer	91

ROUTES.

ROUTE 28.

VORDINGBORG TO GJEDSER.

Miles.	Stations.	Routes.
	Orehoved	
5	**Nörre Alslev**	
14	**Nykjöbing** . . .	29
17	**Veggerlöse**	
23	**Fiskebæk**	
28	**Gjedser**	

From *Vordingborg* (Rte. 25) the Rly. is continued through *Masnedsund* across a fine bridge to the landing-place at (3 m.) *Masnedö*, whence a steam ferry crosses in ½ hr. to (4 m.) **Orehoved**, on the N. coast of *Falster*. Here the Rly. journey is resumed, the train running a little E. of S. to

5 m. **Nörre Alslev.** ✡ [Carriage-road S.W. to (13 m.) *Saxkjöbing*, crossing the ferry at *Guldborg*.] 6 m. E. is *Stubbekjöbing* (1500), ✡ whence a steamer crosses to *Grönsund*, on the Island of Möen, touching at the Islet of *Bogö*. Steamer also direct to Copenhagen once a week. The train proceeds to

14 m. **Nykjöbing** (6100), ✡ an ancient and prettily situated town on the Guldborgsund, which is crossed by a swing bridge, finished in 1867. The opening is 44 yards wide, the bridge itself 300 yds. long, and the causeway on the Lolland side 345 yds. A pleasant and well wooded Public Garden surrounds the town. [Rly. W. to *Nakskov;* Dil. to *Nysted;* steamer several times a week in 12 or 13 hrs. to *Copenhagen.*]

Crossing the swing bridge a road runs S.W. to (11 m.) **Nysted** (1400), ✡ whence a handsome avenue of limes leads in 5 min. to the interesting historical Castle of **Aalholm**, one of the oldest in Denmark, and the occasional residence of several of her kings. In the large Park are many large and finely-grown trees.

The main line continues S. along the narrow tongue of land which forms the S. extremity of Falster to

28 m. **Gjedser**, the point of departure for the Rostock steamer viâ *Warnemünde* (Rte. 5).

ROUTE 29.

NYKJÖBING TO NAKSKOV.

Miles.	Stations.	Routes.
	Nykjöbing . .	28
5	**Grænge**	
11	**Saxkjöbing**	
16	**Maribo**	
	4 **Bandholm**	
	Maribo	
	6 **Holeby**	
	9 **Rödby**	
22	**Ryde**	
26	**Söllested**	
32	**Nakskov**	

The Island of *Lolland*, traversed by this Rly. from E. to W., is accounted the most fertile and valuable part of Denmark, and is scattered over with seats of the nobility, of which some are very handsome. The Rly., on quitting **Nykjöbing**, crosses the Guldborgsund, S. of the swing bridge which carries the road, and proceeds to

5 m. **Grænge.** To the left lie the Church of *Radsted*, and the manor of *Hardenberg* (see below).

11 m. **Saxkjöbing** (1500), at the S. end of its narrow little Fjord. Here Christopher II. was surprised in 1332, and carried off as a prisoner to Aalholm Slot (Rte. 28). 3 m. N.W. along the bank of the fjord is the manor of **Orebygaard**, with a 16th cent. mansion, rebuilt in Renaissance style about 1874, and containing a large Collection of Prints, and other curiosities (open daily). 2½ m. S.W. of the town lies **Hardenberg**, one of the finest manors in the country, belonging to Count Hardenberg-Reventlow, with a large garden.

16 m. **Maribo** (2500), prettily situated on a large lake, has a very fine 15th cent. *Church*, originally part of a famous Nunnery of Brigittines. The cloisters, Lady Chapel, and many other relics of the time before the Reformation, are of interest. In the lake is a little Island, where a great so-called coast-find was made in 1858. The seats of *Söholt* and *Engestofte*, with fine buildings and parks, are close to Maribo. 2½ m. N.E. is the Church of *Hunseby*, with a remarkable doorway.

[Branch Rly. N. to **Bandholm**, where is the magnificent Park of ***Knuthenborg**, laid out in a supposed English style. Steamer daily to *Fejö* and *Femö*, the largest of a group of islets lying about 10 m. off the N. coast of Lolland.

Branch Rly. S. to *Holeby*, 1½ m. S.W. of which is **Höibygaard**, the largest manor-house in Lolland. The train then turns S.W. to **Rödby** (1800), on the E. margin of its landlocked fjord. The Church contains a fine 15th cent. Chalice, and its Tower (120 ft.) commands a striking view.]

The main line crosses the *Grimstrup Sö*, on a causeway, and reaches

22 m. **Ryde.** 2½ m. S. is the manor-house of *Christianssæde*, with remarkably fine timber in its park. Further on we reach

26 m. **Söllested.** On the rt. is the manor-house of **Juellinge**, dating from the 13th cent., but restored about 1847 partly in Renaissance style. The older parts belonged to the Abbey of *Halsted*.

32 m. **Nakskov** (6700), the principal town of the Island, founded in the 13th cent., but burnt in 1420 and plundered by the Germans in 1510. In the 13th cent. restored Church is a good altar-piece in carved oak. Close to the town is a large Sugar Factory, whose tower commands a fine view. Steamer daily in 2 hrs. across the Langelands Belt to *Spodsbjerg*.

ROUTE 30.

COPENHAGEN TO BORNHOLM.

Although the little **Island of Bornholm** ✡ scarcely offers enough to attract the ordinary traveller, it possesses so many remarkable relics of bygone times, that a visit richly repays those who take an interest in antiquities; and a few days may well be devoted to it. The geological nature of the island is entirely different from the rest of Denmark; the original rock is here laid bare in the whole of the N. and E. part, and although the height over the sea is only a few hundred feet, yet the forms of the rocks are exceedingly picturesque. The S. and W. part exhibit on a very confined space a perfect map of succeeding Silurian, Triassic, and Jurassic formations up to the Chalk. (Hr. Jespersen of Rönne has published a small geological guide to Bornholm in Danish.) Instead of smiling lakes surrounded by extensive woods, which form the beauty of other parts of Denmark, we have here wild rocky coasts washed by the sea. Numerous Runic stones, monuments consisting of large boulders, and ancient camps, bear witness to its pre-historic population, whilst the remarkable **Circular Churches**, which at the same time have served as fortified towers, carry us back to the planting of Christianity here in the 11th cent., and the mighty ruins of *Hammershus* testify to the power of the church, in whose hands the island was for a long time before the Reformation.

The island has the shape of a rhombus, at the N.W. angle of which we find *Sandvig*, *Allinge*, and the *Hammershus* ruin; at the S.W. angle, *Rönne*, and at the N.E. *Svanike*; *Gudhjem* in the centre of the W. coast, nearly midway between Allinge and Svanike; *Hasle* in the centre of the W. coast, nearly midway between the Hammershus and Rönne; *Nexö* in the centre of the E. coast; *Almindingen Wood*, *Lilleborg*, and *Aakirkeby*, a little to the S. of the centre of the island.

The Steamer lands passengers at

Rönne (8300), ✡ the principal town of the island, having a good harbour, and a pretty Promenade along the sea towards the S., with facilities for bathing. 1 m. N. is the wooded *Blykobbe Plantage*. Hence a cross road leads E. to (2 m.) *Nykirke* (see below). The principal excursion is to *Almindingen*, a wood which occupies the highest and central part of the island, 9 m. E. of Rönne. About a mile from Rönne to the rt. is a seam of Kaolin earth, from which the china manufactories in Copenhagen get their supply. 3 m. beyond the town a cross road leads N. to (2 m.)

***Nykirke**, one of the four circular Churches in Bornholm, and probably the oldest. It consists of three parts, the rotunda, the chancel with an apse, and the porch, which is of much later date. The former is an annular space covered by a barrel vault, supported by a very thick central pier and the circular outer wall. In this wall is a staircase leading to the loft above, and, as it is continued higher up, there has probably been a third story with a timber floor. An inscription on an old door fixes the date of this Church at 1287, but it is supposed to be older. Returning S. to the main road from Rönne, and continuing E. into the wood, we presently turn to the rt. and ascend the **Jomfrubjærg** ✡ (Jungfrau), the best headquarters on the island (400 ft.), with several good points of view. The most extensive is gained from the ***Rytterknægt** (530 ft.), the highest point in Bornholm, on which a square tower of granite, 40 ft. high, was erected in 1856, in commemoration of King Frederik VII.'s visit in 1851. From the platform the entire island is surveyed, forming a magnificent panorama. It lies 1¼ m. S.W. of the Hotel, the pathway leading past the interesting ruins of

Lilleborg, which is supposed to

have been destroyed about the middle of the 13th cent. The island belonged partly to the Crown, partly to the Archbishop of Lund, and for a long time its possession was contested by force of arms; Lilleborg is supposed to have been a sort of detached fort belonging to **Gamleborg**, which is ½ m. E., and is of far greater extent (280 yds. by 47). This is supposed to have been the Royal stronghold, which was taken and destroyed by the brothers of Bishop Erlandsen in 1260. There are no remains of buildings, but considerable fragments of the walls. Almindingen is intersected in all directions by pretty paths, one of which leads in 10 min. N.W. of the Inn to the *Rokkesten*, a huge rocking-stone of 200 tons weight, poised on a point so that it can easily be made to oscillate. From the Inn on the Jomfrubjærg a roads leads S. to (3 m.)

Aakirkeby (1000), ✡ remarkable for its ancient and very peculiar **Church*, which about the year 1150 was brought into its present shape. The nave was divided into two by a row of pillars and arches, supporting another arcade, which again supports a free wall reaching to the roof. There is a small Baptistery with an exceedingly remarkable *font* of granite, with reliefs representing scenes from the life of our Lord, and with explanatory inscriptions in Runes and in the ancient Scandinavian dialect. The large square tower in four stories, like some of the very earliest towers in England, was undoubtedly calculated for defence. The whole is built of roughly cut blocks of black marble—of course whitewashed. In the porch are two Runic stones.

A direct road of 9 m. leads W. from Aakirkeby to Rönne, passing, half-way on the rt. **Nylarskirke**, a circular church like *Nykirke*, but larger, and with three stories, of which the second has a vaulted roof like the church itself, and an altar niche. The third story has only a wooden roof, but double outer walls with openings, evidently to facilitate a defence. The material is granite.

A second excursion, which occupies 2 or 3 days, includes all the principal objects of interest in the island, namely to Hammershus and back by way of Gudhjem and Österlars Kirke. Two days more would complete the round of the island, but geologists or archæologists might probably find themselves tempted to stay longer at more than one point.

The road from Rönne to Hammershus runs N. through a pine wood, which has been planted in order to keep down drifting sands, and leaves to the left the coal-mines of Sorthat and Hasle, which are of importance for the island itself, though the coals (of the Jurassic formation) are inferior to the English as fuel. About 5½ m. N. of Rönne on the l., near a bridge, is a very fine and large *Runic stone.*

The little town of

7 m. **Hasle** (1300) ✡ has a fine carved and gilt altar (15th cent.) in its church. 2 m. further is *Ruth's Kirke,* an old church of granite on a hill (425 ft.), the first point in Bornholm that is seen on approaching it from the W. Here the carriage-road turns E., and runs afterwards N. through *Allinge* to (6 m.) *Sandvig;* while a by-road leads N.W. towards the sea, passing after 2 m. a very picturesque spot called

Jons Kapel, consisting of perpendicular rocks, natural caves, and huge blocks thrown down in wild disorder, over which the waves of the sea are breaking. The name is derived from a legend, to the effect that a certain missionary of the name of Jon preached there to the heathen natives from a natural prominence of the rock called *Jons Pulpit;* wild roses, alder, and ivy grow luxuriantly in the openings of the rocks. The return must be by the same way, in order to resume the journey to Hammershus inside the *Ringebakker* (300 ft.), a fell about a mile long, falling down precipitously to the sea. At its N. end is the little fishing hamlet of *Vang*, and further on the wooded ***Finnedal**, one of the prettiest spots on the island.

The ruins of Hammershus now soon become visible to the left, near the *Hammer*, or N. promontory of the island, where a lighthouse is erected.

The ruins of ***Hammershus**, ✡ 15 m. from Rönne, are not only the finest in Denmark, but are quite equal in extent and beauty to many of the grandest mediæval remains in other countries. The *Castle* was built on an isolated rock, in the middle of the 13th cent., by Archbishop Erlandsen of Lund, and, in the subsequent feuds between him and his successors and the Danish kings, it was frequently taken and retaken by both parties, but remained at last in the hands of the Bishops till the beginning of the 16th cent., when King Christian II. once more took possession of it. In a subsequent war between Denmark and the Hanseatic League, the forces of the latter conquered the castle and the island in 1522, and retained it for 54 years. In 1658 Bornholm was ceded to Sweden with the other Danish provinces E. of the Sound, but the inhabitants killed the Swedish garrison and returned to their old allegiance. Since then Hammershus has been left to decay, and it was only in 1822 that a Royal decree was issued, ordering the preservation of the Ruins. The principal remnant is a huge square tower three stories high, a low circular tower, the so-called "Manteltaarn," and the walls of the church. The outer walls of the fortress have been 30 ft. high and are built of granite. The view over the sea is very beautiful, and at the foot of the rocks are two fine caves, of which one, the *Vaade Ovn*, is only accessible in boats.

Close by to the S.E. stands the little town of **Sandvig** (400), ✡ between the sea and the tiny *Hammer Sö*. 1½ m. further along the shore is **Allinge** (1400), ✡ where the road turns inland, and runs S. for 3 m. to

Olskirke, the third of the circular churches, similar to that of *Nylar*. The road now forks, the rt. branch leading to (3 m.) *Ruthskirke*, the left to the farmhouse of (3 m.) *Dyndalegaard*, whence a foot-path leads to the **Amtmandssten**, with a fine view, and continues through the valley of Dyndal to the **Helligdom**, ✡ a very picturesque spot, with wild rocks and caves. In fine weather the carriage might be sent on to Dyndalegaard, and the distance from Allinge to the Helligdom be performed in a boat, affording a fine view of the coast.

12 m. from Allinge is *Gudhjem* (600), ✡ a small fishing village, in appearance not unlike one of the smaller Norwegian towns, from which a boat may be hired for an excursion to (12 m. N.E.) *Christiansö* (post boat from Svanike twice a week), a picturesque little group of rocks formerly fortified, but now only serving the purpose of a harbour of refuge. Continuing the circuit of the island, the road now turns inland and runs S. to (3 m.)

Österlars Kirke, the largest and finest **Circular Church* of Bornholm. Here the central part of the edifice is not formed by a round pier, but by a circular arcade of six semicircular arches resting on short massive pillars, and supporting an inner cupola; the second story is like the lower, except that square openings replace the arches. The third story has double walls, like those at Ol and Nylar, but in this latter and in Österlar they are not supposed to be original; it is thought that the circular roof rested on the vault of the second story, and that the central cylinder, to which here only a door leads, showed itself as a sort of central spire. The chancel has rounded side walls and an apse.

A little beyond the Church the road turns E. and afterwards bends S. to (3 m.) *Östermarie Kirke*. Thence due E. to (2 m.) *Louisenlund*, where are numerous fine memorial stones without inscriptions. Here the traveller should turn N. to the (2 m.) **Randkleveskaar**, a wild rocky spot on the coast, well worth a visit. A coast road may be

followed thence to (4 m.) **Svanike** (1300), ✡ at the N.E. angle of the island, 21 m. E. of Rönne.

5½ m S. of Svanike is **Nexö** (2300), ✡ about half-way to which, on the rt. of the road, rise the *Paradisbakker*, a group of hills ranging from 330 to 370 ft. Here is an old fortress called *Gamleborg*, like the one in Almindingen but much older. Remains of the walls are extant, but there is no vestige of cement or lime having been used in their construction. Another similar place is found at the *Rispebjerg*, an isolated hill 5 m. S.W. of Nexö. 2 m. W. of it is *Pederskirke*, from which a good road of 12 m. leads a little N. of W. to *Rönne*, and the tour of the island will have been completed.

SECTION II.

ICELAND

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1.—Money, Measures, Weights.

The Danish Coinage, weights and measures are used throughout Iceland (p. [1]). Since the Icelandic Bank (Landsbanki) was established Icelandic paper money has become general, and Danish paper money is also taken in the interior. There are notes of 5 kr., 10 kr., and 50 kr. value. English gold can be exchanged at the bank: 18 kr. = 1*l.* sterling,

1 kr. = 100 öre, one shilling = 90 öre, one penny = 7½ öre. The bank is only for inland circulation, and no cheques are taken on foreign banks. It is well to be provided with several pounds worth of two kroner pieces on landing. English gold will be taken at a high discount by some of the Reykjavik merchants. (Note that 2 kroner are equal to the old *rigsdollar*, 2*s.* 3*d.*)

The only measure of length peculiar to Iceland is the *Thingmanna-leiðr*, or Journey of the Thing(Parliament)man, equal to about twenty English miles.

2.—Passport. Custom House.

Passports are not required for British subjects travelling in Iceland. There is no examination of baggage on landing.

3.—Means of Communication. Steamers.

There are two lines of communication between Iceland and the rest of Europe.

The *Royal Danish Mail Steam Ships* make eleven voyages yearly between *Copenhagen* and *Reykjavik*, usually returning from 8 to 10 days later. The voyage lasts 12 days in ordinary weather. Sometimes the steamers stop only at *Leith*, and *Thorshavn*, the capital of the Faröe islands; at other times they go round Iceland, touching at *Eskifjord*, *Seydisfjord*, *Vopnafjord*, *Husavik*, *Eyjafjord*, *Siglufjord*, *Saudakrog*, *Skagestrand*, *Isafjord*, *Önundarfjord*, *Dyrafjord*, *Arnarfjord*, *Patriksfjord*, *Flatey*, *Stykkisholm*, and *Reykjavik*; and in returning take some of these places in the reverse order; that is, in going they sail round the E., N., and W. sides of the island from E. to W. and in returning from W. to E. (See red line on map.) There is no port on the S. Coast, nor is it penetrated by a single fjord. Sometimes, as in 1882, the Arctic ice drifts southward to such an extent that the northern ports are inaccessible. An occasional call is made at the Westmann Islands.

The fares between *Copenhagen* and the *Faröe Islands* are—1st cabin, 70 kr. single, 130 kr. return; and between *Copenhagen* and *Iceland*, 90 kr. single, and 130 kr. return. Between *Leith and Iceland*, 5*l.* single, 8*l.* return.

100 lbs. of luggage free. Provisions on board, without wine and beer, 4 kr. daily. Information as to times of sailing, &c., may be obtained from *Messrs. Geo. V. Turnbull and Co., Leith.*

The Leith and Iceland Steam Shipping Company usually makes five or six voyages in the year, in connection with the trade in ponies and sheep, from Granton to Reykjavik. The voyage to Reykjavik, if direct, takes four days in fair weather; but if the route is by the E. side of the island and northern ports are touched at, it may be extended to 9 or 10 days. Three of the four voyages are made to Reykjavik direct; the others by way of Húsavik and the N. coast. Sometimes several voyages are made in Sept. and Oct. to the N. and E. coasts. The fares—are 1st cabin, 5*l.* single, and 8*l.* return, available for the season. Provisions on board, exclusive of wine and beer, 6*s.* a day. Information as to times of sailing, &c., may be obtained of *Messrs. R. and D. Slimon*, 41, *Shore, Leith.*

4.—Climate. Time for Visit.

There has been much discussion as to whether the Gulf Stream washes the S.W. coasts of Iceland; at all events the climate is, as a rule, far less rigorous than one might suppose from the latitude. The mean temperature at *Akureyri* is 32° Fahr.; mean of the summer, 45°; and of the winter, 20°. At *Reykjavik* the annual mean is 39°; of the summer, 53°; and of the winter, 29°. At *Stykkisholmr*, in the middle of the W. coast (N. Lat. 65° 4′ 44″), observations were taken for 26 years (1845–1871), and the highest Jan. mean was 38°; and the highest July mean was 53·1°; while the lowest Jan. mean was 17·2°, and the lowest July mean was 44·2°. The mean of the 26 years was 37°; but in 1866 it fell as low as 29·7°. During that year Spitzbergen ice surrounded the island on the N. and N.E. coast from Jan. till Sept., and its influence was felt in a depression of the mean annual temperature to the extent of 7·3°. The mean barometric pressure was 29·602°. Average rainfall, 26·81 inches. Amount of melted snow, 7·43 feet, as a mean of twelve years, and the snowy days averaged 82 per annum. The severest snowfall occurred in 1868, when it began on Jan. 15th and lasted till the end of March. Fogs are common on elevated ground, and among the southern hills (as at Krisuvik) a great deal of rain falls. Snowstorms of long duration and gales are not infrequent during winter. Thunderstorms occur in winter, and the Aurora Borealis is often visible. In summer the air is often marvellously clear, so that distant objects are seen with extreme distinctness. The air is very pure and invigorating.

July and *August* are the best months for visiting Iceland. Extreme limits should be between June 21st and September 21st.

5.—Travelling in the Interior. Ponies. Guides.

The interior of Iceland is a table-land sloping towards the N. and S., with a mean height of nearly 2000 feet. There are vast stretches of volcanic sand, lava fields, and rugged desert tracts. Mountains and ice-hills (*jökulls*) often stand out from these wildernesses. There are scarcely any roads, properly so called, and consequently no wheeled vehicles. In the fjords boats, which are often leaky, are the means of conveyance; and for all inland purposes of traffic, and travel, small hardy ponies of the Dartmoor or Shetland type are employed. Pony tracks traverse the island in many directions. A pony will carry a burden of about 200 lbs. for 25 miles a day; and a traveller with two good ponies can make from 35 to 40 miles a day. If a tour is to extend over a month it is better to buy ponies. Pack-ponies cost 4*l.* a piece and riding ponies 7*l.* to 8*l.* They can be sold again, at a considerable reduction, on returning to the place from which they were taken (usually Reykjavik or Akureyri). If, on the other hand, the tour is for less than a month, ponies may be hired at 2 kr. (2*s.* 3*d.*) a day, and in some country districts for 10 kr. a week, or 30 kr. a month. A small fee is paid to the farmer at whose house a traveller stops, for permission to pasture his ponies. One traveller requires six ponies—two for himself, two for his guide, one for the tent, and one for food and clothing. Two persons will require 10 ponies; three, 15 ponies, and four, 20 ponies.

A guide is quite indispensable. His charge will be 5 or 6 kr. a day. This includes his board and lodging. The guides usually know a little English; some speak it well. It is advisable to have a written agreement, if the tour is long, or through a very unknown part of the island. The traveller cannot do better than write to

Herra Geir Zoëga,
Reykjavik,

by two mails previously, telling him exactly what he wants. He will supply him with guide, ponies, riding and pack-saddles, and will probably himself make all arrangements for Thingvellir, the Geysirs, and Hekla (Rte. 2).

6.—Outfit. Clothing. Boots. Waterproofs. Tents. Boxes. Provisions. Guns. Fishing-tackle. Sundries.

In a country like Iceland, where there are no inns, and where all traffic is carried on by ponies, it is a matter of much importance to consider carefully before starting what will be most essential to the traveller. In the interior only a very little luggage is possible, and the bulk of one's belongings must be left on board the steamer to meet the traveller on his return; or, if practicable, it may be left by the steamer at the place of his ultimate destination, usually Reykjavik.

Clothing.—Two strong well-made suits will be required—one to be worn, the other to be carried. Thick compact tweed, dark in colour, is the best material; or thick blue serge. The buttons must be put on with double sewing, and there should be plenty of pockets—one breast-pocket lined with oiled silk. The coats should be double-breasted, or of the pea-jacket pattern, and lined with wool; waistcoats to button up round the neck if required; trousers of some well-wearing material double-seated, and double along the inside of the leg, to prevent their wearing through while riding; several flannel shirts, jerseys, woollen stockings, gloves, both woollen and thick leather, and plenty of pocket handkerchiefs. A few needles, buttons, pins and some strong thread will be found useful; also two rough towels, and half-a-dozen napkins.

Boots.—A pair of thick laced porpoise-hide boots with nails in the soles, perfectly easy for climbing, will be most useful; a pair of easy waterproof boots; and stout but easy leather slippers.

Waterproofs.—A long Macintosh of stout waterproofed tweed is indispensable. It should have a case to be strapped behind the saddle, or it will very soon rub into holes. A complete suit of yellow oilskins (readily procured at Leith, near the starting-place of the steamers) is cheap, not bulky, and for very rough weather most useful. It must be borne in mind that rivers have constantly to be forded in Iceland; that it sometimes rains violently for many hours, and that there is no means of drying one's clothes except in the sun. Every precaution therefore ought to be adopted to avoid getting wet through. A pair of well-fitting stout waterproof *waders*, going quite up to the thigh, or fishing trousers, are the best things for Iceland travel. They are far less clumsy than they look, as may be proved by the fact that the writer ascended Mount Hekla without diffi-

culty while clad in them. They are always warm and comfortable in the midst of rain or of a glacier river, and at night they easily pull off, and quickly get dry. A stout waterproof sheet, about 9 ft. by 4 ft., is necessary to sleep upon in a tent, and is otherwise very useful. A pair of goloshes is sometimes useful for walking over lava beds on mountains.

Tents.—A tent is a cumbrous thing to carry far inland on a pony, and it takes some time to erect and take down; but the possession of it makes a man thoroughly independent, and for travel in the less-known interior it is of course necessary. A light strong tent may be procured from Messrs. Edgington, or from William Calder, 21, Commercial Street, Leith. It is sometimes possible to hire one from Messrs. Slimon of Leith, or at Reykjavik; and for the Hekla and Geysir expedition (Rte. 2), an arrangement may be made with Geir Zoëga to supply tents.

A 'Garnet Wolseley' sleeping sack, obtainable (with many other requisites for tent life) at Messrs. S. W. Silver, of Cornhill, will be found very useful. It is scarcely necessary to take saddles and pack-saddles from England, unless a long tour is projected.

Boxes.—Provisions and clothing must be carried in boxes adapted to the pack-saddle commonly used in Iceland. They should be light, strong, and watertight, 2 ft. long, 16 in. deep, and 1 ft. broad, inside measurement, the lid curved to let the rain run off; the sides, ends and bottom of one piece of wood each, and dovetailed at the corners. They should be lined with zinc, and a piece of waterproof cloth should be placed on the top of everything and firmly pressed down before closing the lid. Everything must be jammed into them so tightly that there is no possibility of their moving, even if the box is thrown down violently upon a rocky surface. These boxes may be hired in Reykjavik or Akureyri, or made by Calder of Leith, or by any good carpenter. They require good hinges, and should fasten by a hasp and brass padlock. Each traveller will require two—one for provisions, and one for clothes.

Provisions.—The quantity, of course, will be in proportion to the length of the tour. The most useful things are pint tins of thick vegetable soup (that called *Hotch-potch* by the Scotch, particularly suitable), American corned beef in 4 lb. tins; tongues, tins of pressed and preserved vegetables, bacon, cheese, plenty of biscuits, tinned patés, salt; plates, cups and a saucepan of enamelled iron; knife, fork, spoon and corkscrew. Some bottles of good Scotch whisky. A supply of French chocolate for eating will be found most useful; it takes up very little space, and is very nutritious. During a hurried journey sufficient for luncheon with a biscuit or two can be carried in the pocket, and the necessity of opening the boxes thus avoided. A small paraffin cooking-stove is very useful but cumbrous.

When exploration is to be attempted of course other supplies are necessary. Mr. W. L. Watts describes the preparation of *pemmican* (*Across the Vatna Jökull*, pp. 26, 27). For his own expedition of 6 persons, he took 100 lbs. pemmican, 50 lbs. butter, 100 lbs. Danish ship biscuits, 15 lbs. dried fish, 15 lbs. dried mutton, 12 lbs. gravy soup, 2 tins Julienne, 6 tins chocolate and milk, 2 lbs. cocoa, 4 lbs. sugar, 2 gallons of proof whisky, 1 gallon of spirit for burning, 5 lbs. of tobacco, 3 tins of Peek and Frean's meat biscuits. These provisions lasted for a fortnight, and the party travelled from Nupstaðr in the S. across the Vatna Jökull,

to Grimstaðir in the N., a distance of 270 miles in 16 days, 12 of which had been passed in the regions of perpetual snow. During the last two days their provisions ran short.

Guns.—Mr. Lock recommends a ·450 or ·500 double express rifle, and a double twelve bore central-fire breech-loader. A special box should be constructed for the barrels, 2 ft. 7 in. in length, by 2½ in. deep, and 6½ in. wide. This will also take a fishing-rod. The stocks, cartridges, &c., should be carried in another box.

Fishing-tackle.—A rod in seven joints 2 ft. 6 in. in length, packed in a box, is the most convenient. Rods carried in the ordinary way are very liable to be broken. The ponies sometimes run about wildly, and the boxes and other packages come into collision. We have seen the stock of a rifle broken during the comparatively short journey between Thingvellir and the Geysirs. A good supply of lake-trout, and small grilse flies will be required for the trout, and any good salmon flies for the salmon.

Sundries.—A fine-meshed mosquito veil.† Some carbolic acid soap; cording, leather-straps, and string; chlorodyne; a box of Cockle's pills; vaseline; arnica; ammonia for insect bites; a stick of caustic; sticking plaster.

7.—Cost of Travelling.

The tour from Leith to Reykjavik, thence to Thingvellir, the Geysirs, and Hekla, returning to Reykjavik (Rte. 2), and to Leith by the next steamer, including all expenses of every kind, costs no more than from 35*l.* to 40*l.*, and furnishes much variety : a sea voyage, a delightful taste of healthy gipsy life; mountain, lake, and river scenery of a peculiarly wild character; and certain wonders of nature, such as the Geysirs and hot springs.

The ordinary expenses of two men travelling together in any part of Iceland will scarcely exceed 1*l.* a day, divided in the following manner :—

Ten ponies, at 2 kr. a day	20 kr.
Guide, at 6 kr. a day	6 ,,
Pasture for ponies	1 ,,
Accommodation at farms	5 ,,
Cost of provisions, &c..	4½,,
Fording rivers, extra guide	1½,,
	38 kr.

38 kr. = 2*l.* 2*s.* 3*d.*

Baring Gould (Appendix E, p. 445, *Iceland: its Scenes and Sagas*) gives the expenses of his two months' tour, at 100*l.* 16*s.* 8*d.*; but this includes the purchase of a number of things, starting with "Tent, pack-saddle, pilch, hammock, &c., 14*l.*," and the actual expenses in Iceland were 64*l.* 4*s.* 6*d.* Burton (vol. 2, pp. 201–211) gives a very complete itinerary with expenses of a ten days' tour from Reykjavik, to Hekla, and the Geysir *viâ* Krisuvick. The share of each of two travellers for

† Procured with other necessaries of travel at 181, Strand, London.

the ten days was 12*l.* When exploration is to be attempted, the expenses will be greater, because special provisions will have to be made, and several guides will be required. On the other hand, when a sportsman remains at one farm-house or in one district for some days the expenses will be less than stated above. Of course the payment will depend upon the amount of accommodation afforded, and if this is good the cost will exceed the amount stated above. A certain degree of delicacy is often necessary. We must remember that the farm-houses are not inns, and that travellers often put the hospitable inmates to much inconvenience.

8.—Farm-houses, Inns, and other Accommodation.

Churches, usually small structures of tarred wood, 20 to 30 ft. long, by 15 ft. broad, and 12 or 14 ft. high, were till lately used throughout Iceland as sleeping quarters for travellers; but owing to the behaviour of some people a few years ago in Thingvellir Church, permission to use them has been withdrawn by the Bishop. There are no inns in the interior of the island, and the one or two which exist in the principal coast villages are of the most primitive description. Accommodation may often be obtained at farm-houses or parsonages. Some of these, like the farm at Haukagil, or the capital parsonage house at Hruni, are comfortable, clean places, and the hospitality and courtesy of the occupiers cannot be too highly praised; others, like the farm at Kalmanstúnga, are filthy beyond description. The traveller will in the latter case live in his tent, and make use entirely of his own provisions. Capital coffee and cream, rye bread, and pancakes, can be usually procured at the farm-houses, also *skyr*, a kind of curds eaten with cream and sugar. Eggs are very scarce. Trout, char, and ptarmigan can sometimes be obtained.

9.—Books and Maps.

It is scarcely more than a century ago that an interest was awakened in Iceland by the publication of Uno von Troil's Travels, since which time a multitude of books have appeared. We mention those only which appear to recommend themselves as being serviceable to the intending traveller in the country.

Travels in Iceland during the Summer of 1810. By Sir G. S. Mackenzie. A fine quarto volume with coloured illustrations, not difficult to obtain, and full of information. The author was accompanied by Sir Henry Holland and Dr. Bright, who severally studied the history and literature, and the zoology and botany of the island.

Iceland: Journal of a Residence in that Island during the Years 1814 *and* 1815. By Ebenezer Henderson. 2 vols. 8vo. 1818. A capital book, which, on the whole, is more interesting than any other single volume on the subject.

A very elaborate French work on Iceland and Greenland in 8 volumes, edited by M. Paul Gaimard, and costing 21*l.*, may be consulted in any good library.

Iceland: its Volcanoes, Geysers, and Glaciers. By C. S. Forbes. 1860. An interesting volume.

Iceland: its Scenes and Sagas. By Sabine Baring Gould. 1863.

Icelandic Pictures. By Frederick W. W. Howell, F.R.G.S. 1893. R.T.S. The most fully illustrated book issued.

The North-West Peninsula of Iceland. By C. W. Shepheard. 1864.

Ultima Thule. A Summer in Iceland. By Sir R. F. Burton. 2 vols. 1875.

Across the Vatna Jökull. By Wm. L. Watts. 1875.

A Guide to Iceland. By W. G. Lock. 1882. Particularly useful to sportsmen.

If the traveller finds any difficulty in making a selection from the above, *Henderson*, *Baring Gould*, and *W. G. Lock's* are the three books which he should choose, as the most generally useful.

Lovers of romance will delight in Pierre Loti's *Pêcheurs d'Islande.*

The *Icelandic-English Dictionary* of Messrs. Cleasby and Vigfusson (Oxford, Clarendon Press, 1869–75) is a valuable book, which has been pronounced 'the best existing dictionary of any Teutonic tongue.' The *Icelandic Prose Reader* of Messrs. Vigfusson and Powell, and *An Icelandic Primer*, by Henry Sweet, M.A., Oxford, 1886, are also very useful books.

Maps.—Charts are published by the English, Danish, and French Admiralties.

Almost every book on Iceland has a map attached to it. A capital map of the island was published in 1844 in Copenhagen, in four sheets, each 22 in. by 17, and the work of Professor *Gunnlaugsson* and Major *Olsen*. The scale is 1 inch = 7·575 miles. It costs in Reykjavik 10 kr., unmounted; 18 kr., or 20*s.*, coloured; 4 kr. (4*s.* 6*d.*) without colours, mounted in a case; and in England, mounted and in a case, 2*l.* 16*s.* 6*d.* A reduction of this map to half the scale costs 7*s.*, and is the one most convenient for travel in the interior. It should be mounted on strong calico and varnished, and should have a waterproof case. The best geological map of the island is: *Geologische Karte der Insel Island.* Nach eigenen Aufnahme und unter Benutzung der Arbeiten von A. Helland, F. Johnstrup, Th. Kjernlf, C. Paijkull, Th. Thoroddsen u. a. zusammengestellt, von Dr. Konrad Keilhach und Dr. C. Wilhelm Schmidt in Berlin (1887?). *Massstab* 1 : 1,000,000. Size: 55 centimeters by 45 (21½ in. by 17½). Price, 3*s.*

Variation of the Compass.—A good compass should be taken, and if the traveller is unaccustomed to the use of it, he should receive instruction before starting, or from the mate of the vessel in which he sails.† Mr. Coles (*Summer Travelling in Iceland*, Murray, 1882, pp. 255, 256) says: "The magnetic variation in Iceland is very great, being as much as 43° W. in the extreme W. of the island, and 34° W. on the E. coast, and as the error of the compass arising from this cause will vary by 9° or ¾ of a point, according as it is taken on the E. or W. of the island, I will give a rule for each locality." If the traveller is in the W. of Iceland "he would have to turn his compass box until the N. end of the magnetic needle was over *N.W.*, and then the N. *on the card* would be pointing true N., and as a consequence all the other points marked on the card would also indicate true bearings. If the same thing happened in the E. part of the island, the N. end of the

† This book contains an excellent map.

magnetic needle would have to be placed directly over *N.W. by N.*, and then all the points marked on the card would indicate true bearings. . . . Should a compass of the ordinary card pattern be used, the following rules must be followed. In the W. of Iceland *true N.* is represented by N.E. on the compass, and in the E. of Iceland by N.E. by N."

10.—Historical Notice.

A viking, named Naddodr, while travelling between Norway and the Faröe Islands in 860 A.D., was driven out of his course to the N.W. by a storm, and sighted Iceland, which he named *Snæland.* In 864 Garðar Svafarsson, a Swede, landed on the N. coast, where Húsavik now stands, and built a house there; while in 868 a viking, named Flóki Vilgerðarsson, visited the island, and gave it its present name, thinking that he had *found the northern coast* surrounded by ice. He sailed into the Breidifjord, and then into Vatnsfjord, on the south coast of the N.W. peninsula, where he wintered. In the following spring he ascended a high mountain, and saw to the N. a firth filled with Greenland ice, which he mistook for the northern coast. In 874 two noblemen of Norway, named Ingólfr and Leifr, whose lands had been confiscated, sailed for Iceland, of the existence of which they had heard from Flóki, and landed on the south coast. Leifr was slain by some of his followers, but Ingófr eventually settled at Reykjavik. Other emigrants followed. Between 890 and 900 Queen Aud, widow of Olaf the White, King of Dublin, accompanied by many followers, landed on the island, and established a colony there. Thus the colonisation took place both from the east (Scandinavia), and from the west (Ireland). In 1100 there were about 50,000 inhabitants. Christianity was introduced in 1000, and an ecclesiastical code was made in 1125. There were two bishoprics,—Skálholt and Hólar—and in 1203 there were about 330 churches in the whole country and some 420 priests, two-thirds of which were under the jurisdiction of the Bishop of Skálholt. There were also nunneries and priories. The bishops were elected by the people.

In the earlier stages the chief erected a temple near his own house, and himself officiated as priest. His retainers lived around him, and he was their lawgiver, judge, and sovereign chief. When the population increased, and many chiefs had arisen, a process of centralisation commenced. The chiefs met together in Council, statutes were framed, and a national Parliament (*Althing*) was assembled at Thingvellir in 929. Some years later it consisted of 145 members. In both the earlier and the later Sagas we have accounts of proceedings in the Althing, and many illustrations of the life of the period. Early in the thirteenth century some of the more important chiefs quarrelled, and a civil war, lasting from 1208 to 1222, was the result. A second civil war occurred between 1226 and 1258. Some of the disaffected chiefs sought the aid of Hákon, King of Norway; and in the years 1262 to 1264 the island was united with the mother country without becoming an actual province of it. The Act of Union concludes thus:—

"We and our heirs will observe fidelity towards you, so long as you and your heirs keep your promises to us and adhere to the above-named

resolutions; but we declare ourselves to be released from our engagements if, in the opinion of the most honourable men, you break faith with us."

Thus ended the Commonwealth, which had endured for nearly 400 years.

When, in 1387, Norway was united with Denmark, Iceland also fell under Danish rule, and thus it has remained ever since. "The old life in the Commonwealth was turbulent and anarchic, but free and varied. It produced men of mark, and fostered bravery, adventure, and progress. The great chiefs were indeed only greater franklins; but their wealth and comparative luxury gave them leisure and opportunities for culture which raised them as examples and leaders above their fellows; the pride of birth preserved a nobility of feeling, and high standard of honour, amid much of violence and trickery. But all this ceased now, and there was left but a low dead level of poor peasant proprietors without pride in the past, political interest in the present, or ambition of the future, careless of all save how to live by as little labour as possible, and pay as few taxes as they could to their foreign rulers."

The government was transferred to the conquering nation; a governor was appointed, and the country divided into counties. Trade was carried on mainly with England. Everything degenerated, and the people became listless and apathetic. The country suffered also from severe epidemics, and from serious volcanic eruptions.

The Reformation took place between 1530 and 1575, comparatively peaceably, yet not without some struggle. The people have remained Lutherans ever since. The country was much harassed by pirates during portions of the 16th and 17th centuries; while early in the 18th no less than *one-third* of the population perished by the small-pox. Later in the century 10,000 persons died of famine, and the sheep were smitten with disease. Several fearful volcanic eruptions also took place (1766 and 1783 the worst); but the greatest calamity of all was the commercial monopoly lasting from 1602–1786. The trade was either rented for a term of years to a few towns or trading companies, or when the country had become so impoverished that nobody would pay anything for the monopoly, it was carried on by the king himself. In 1786 free trade was opened with Denmark, and in 1854 with all the world. During the present century things have improved. Trade has become more brisk, the vexatious monopolies have been abolished, and in January 1874 the present king of Denmark granted a new constitution to Iceland. The Althing, abolished in 1800, has been restored, and it now meets biennally in Reykjavik. It consists of 30 members elected by the people and six by the king.

11.—Language and Literature.

The author of the article on Iceland, in the last edition of the *Encyclopædia Britannica*, tabulates the Literary History of the island into four periods:—The *Commonwealth*, extending between 870 and 1284, which is subdivided into the *Heroic Age* (870–1030); *Saga telling* (1030–1100); and the *Literary Age* (1100–1284). During the latter the principal sagas were written; Snorri and his school and Sturla flourished. In the second period, *Mediævalism*, extending from 1284 to 1530, Continental influence, chiefly Norse, prevailed; new Mediæval poetry was

introduced, the old traditions died out, and in the latter portion or dark-age period (1413–1530) only mediæval poetry flourished. The third great period commenced with the *Reformation*, and the introduction of printing (1530–1575) was followed by the *Renaissance* (1575–1700); which was succeeded by the gradual decay of literature; but the latter part of the 18th cent. witnessed a revival, and in the first half of this century there lived some of the most prominent men of letters Iceland has produced. In the fourth period is placed the partial recovery of Iceland, the introduction of modern thought and learning, the collection and propagation of learning by Icelandic scholars abroad, and the assumption of an Independence.

The *Saga* is the most prominent feature of Icelandic literature. It is usually the life of a hero, and bears resemblance to the Epic. Thirty-five or forty sagas relating to Icelanders remain. They were first told stories, and afterwards (1140–1300) written down. A great body of poetical works (*Eddas*) was also produced in the earlier periods of literature.

In the fourth century the Teutonic tribes all spoke one language; the Icelandic was a development of the twelfth century, and was modified during the 13th and 16th centuries. A few words of constant occurrence as prefixes and affixes, or otherwise, have been given below with their English meaning. The consonant þ, *Thorn*, has the same sound as *th* in English, as in *th*ought; and the modified d, Ð or ð, has the sound of *dh*, or soft *th*, as in ga*th*er; *j* = y in *y*es. Of the vowels, *á* has the sound of ou; *æ* the sound of i (in m*i*nd); *ó* = ow (in know); *ú* = oo (in food); *í* = e (in w*e*).

dalr, valley.
fjörðr, firth.
fjall, mountain
fljót, river.
foss, waterfall.
hraun, lava stream.
heiði, a heath, usually a rocky upland.
hver, hot spring.
sira, reverend.
tún, enclosed fields round a farmhouse.
bær (pronounced *byre*), a dwelling.
vatn, a lake.
jökull, an ice mountain (*ö* pronounced *u*, as in murmur).
skriðjökull, glacier.
hólmr, an islet in a bay, lake, or river.
bóndi, a peasant proprietor.
hestr, a horse.
prestr, a priest.
kirkja, a church.
faðir, father.
skarð, a mountain pass.

12.—Statistics.

The habitable area of Iceland is at the outside 4000 square miles, or roughly *one-tenth* of the whole area. The population, according to the last census, was 71,000, or less than two per square mile on the total area, and less than 20 per square mile on the inhabited area.

There are four main divisions, which are divided into *Sýslur* (counties, or cantons); and subdivided into 169 *hreppar*, or poor-law districts.

A **Governor-General** is appointed by the King of Denmark; under him there are two sub-governors—one for the S. and W., and one for the N. and E. Then there are *Sýslumenn*, or sheriffs, who are notaries, magistrates, and tax-gatherers; and the sheriff has an assistant in every

hreppur, called a *hreppstjori*. There is an appeal from the sheriff to a superior court of three judges, which sits in Reykjavik, and from the superior court to the Supreme Court of Justice, consisting of 12 members, at Copenhagen.

The **Population** in A.D. 1100 is believed to have been 50,000; in 1703 it was 50,444; in 1707, owing to the small-pox epidemic, it fell to about 34,000; in 1769 it had increased to 46,200; in 1783 it fell to 37,000; in 1801 it had risen to 47,240; in 1840 to 57,094; in 1860 to 66,987; in 1870 to 69,763; in 1880 to 72,445; and in 1890 (last census) fallen to 70,927, solely owing to the emigration to Canada, no less than 6000 having emigrated in the last decennium. In 1890 there were 33,689 males, and 37,238 females.

TABLE SHOWING THE MEANS OF SUPPORT OF THE POPULATION OF ICELAND ON THE 1ST OF NOVEMBER, 1890.

Occupation.	Providing support.	Supported.		Total.	Percentage of population.
		Wives and families.	Servants.		
Priests and teachers . . .	171	646	749	1,566	2·2
Civil officials and employés .	119	226	221	606	0·9
Men of science and letters .	43	39	17	99	..
Persons living by farming. .	6,453	26,719	12,558	45,730	64·5
Persons living by the sea . .	2,609	7,174	2,618	12,901	17·5
The industrial classes . . .	585	1,003	280	1,868	2·6
Traders and innkeepers . .	306	884	547	1,737	2·4
Persons working by the day .	1,153	1,115	87	2,355	3·3
Pursuing no definite occupation	809	520	82	1,411	2·0
Persons living on their means	362	312	149	823	..
Persons receiving alms. . .	2,323	..	..	2,323	3·3
Prisoners	8	..	..	8	..
..	14,941	38,638	17,308	71,427	..

The **State Church** is the Lutheran. All Icelanders profess it. The Bishop is appointed by the King, and there are 285 churches and 144 clergymen. Education is in an advanced state. Peasants not unfrequently speak more than one language. The clergymen are elected by the people; if there are more than three applicants for a living, only three of them, selected by the bishop and governor, can be admitted for election. The election must be ratified by the Government.

There are 12 stone churches, 246 wooden churches, and 29 so-called "turf" churches, such as at Silfrastaður (see p. 123). In 1853 there were 5 stone churches, 107 wooden churches, and 187 "turf" churches. The *oldest* church is *Hólakirkja* (church of *Hólar*), built in 1756 to 1763.

There is a **College** in Reykjavik with seven professors, and about 100 students; a college for priests with three professors. Lectures are given to medical students. There is no law school.

Agriculture.—The country is essentially agricultural, understanding by that term the rearing of cattle, sheep, and ponies. Only 215 acres are under cultivation in the whole island. The haymaking is prosecuted with energy during the hottest period of the year. It sometimes lasts from the middle of July to the middle of September. The cattle in the island, according to the latest return, number 18,546; ponies, 28,524; and sheep, 577,136. Sheep and ponies are annually exported to Scotland. The ponies are small; they cost 3*l.* or 4*l.* apiece, and are mainly employed in Scottish mines.

Industries.—Chiefly spinning, weaving, and knitting. The only mineral which is worked is sulphur. The late Dr. Hjaltalín (d. June 5th, 1882), *primus medicus* of the island, and well known to all Icelandic travellers during the last 40 years for his immense cordiality and his keen insight into the capabilities and resources of his country, was of opinion that iron could be profitably worked; that lime could be made, and hence stone houses built; and that some of the many mineral waters could be utilised medicinally.

The **Trade** is mainly carried on by barter. In 1890 there were 86 native merchants and 42 Danish. There arrived from Denmark 116 vessels of 16,760 tons burden; from England and Scotland 116 vessels of 27,708 tons burden; and from Norway 57 vessels of 6004 tons burden. Besides the merchants there are many supply associations, solely carrying on trade with England. There is very little ready money in the country. The chief exports are *Codfish*, *train* and *shark liver* oil, *wool*, *feathers*, and *eider down* (a valuable product).

TABLE SHOWING THE CHIEF EXPORTS.

In the years	1888	1889	1890.
	Danish pounds.	Danish pounds.	
Salted and dry codfish	14,973,642	10,595,403	.
Salted and dry haddock	10,560,078	2,307,680	..
Dry codfish not salted	239,947	46,541	..
Salted and dry small cod, ling, cusk	121,414	202,696	..
Wool (white)	893,988	1,075,101	..
Wool (black)	8,617	9,768	..
Wool (mixed)	76,182	82,474	..
Feathers	14,937	13,066	..
Eiderdown	6,481	7,232	..
Horses	1,138	1,147	1,284
Sheep	12,885	32,635	35,539

The imports are breadstuffs, groceries, spirits (chiefly corn-brandy and rum), beer, tobacco, salt, wood and other building materials, hardware, and earthenware.

Fisheries.—It has been asserted that if the fishing and other resources

of Iceland were properly developed, it could support *eight* times its present population; but we consider this an over-estimate.

The fisheries on the Iceland banks are much utilised by foreigners, especially by the French, who annually send some 200 fishing-vessels of about 20,000 tons burden, with a crew of about 4000, up to the banks of this island, returning with a catch worth about 5 million francs. These annual expeditions from the coast of Brittany are charmingly described in *Pêcheurs d'Islande.* Halibut fisheries are carried on by English fishermen from Grimsby on the E. coast; last year between 50 and 60 are said to have been there. The halibut fisheries are also carried on with great success by Americans in the firths of the N.W. peninsula. Whale fisheries have for several years been carried on in the fjords of the N.W. peninsula by Norwegians. In 1891 eight Norwegian steamers of 258 tons burden, with a crew of 115, caught 206 whales, of which ten were nordcapers, yielding 12,434 barrels of whale oil.

13.—Physical Geography and Geology.

Iceland is partly within the E. hemisphere, and partly within the W. The meridian of Ferro cuts it in twain. It extends from 63° 23′ to 66° 33′ N. lat., and from 13° 22′ to 24° 35′ W. long. Extreme length, 300 miles; breadth, 200 miles. Area, 40,359 square miles, i.e. 5 times as large as Sicily, and one sixth larger than Ireland. The Arctic Circle just penetrates the island on the N. coast at Rif. The island is 240 miles from Greenland, 500 from Scotland, and nearly 650 from Norway. About 5500 square miles are *jöklar*, or high lands covered with snow and ice; the *Vatna Jökull* alone is believed to cover an area of nearly 3000 square miles (exceeding the size of Devonshire). The total area of pasture and moorland has been estimated at 15,000 square miles; The cultivated (manured) land, the so-called "tún," is about 100 Eng. square miles in extent. The sand and lava deserts occupy nearly 9000 square miles; and the remaining 10,000 square miles are mountains of altitudes varying from 2000 to 6426 ft. *Twenty-seven* mountains exceed 3100 feet; the highest are *Öræfajökull*, 6426; *Snæfell* (in the S.E., north of the Vatna Jökull), 5964; *Eyjafjallajökull*, 5593; *Herðubreið*, 5447; and *Hekla*, 5108 ft. The snow line is between 2500 and 3000 ft. Among the mountains there are a great number of extinct volcanoes and several active ones. According to the latest researches there have only been 20 active volcanoes since the colonisation of the island, 1000 years ago (*Vide* Th. Thoroddsen, Oversigt over de islandske Vulkaners Historie, 'avec un résumé en français.' Copenhagen, 1882.). Some of the eruptions have been of prodigious violence. In 1766 a column of ashes was ejected from Hekla to a height of 3 m. In 1783 one of the most violent eruptions ever recorded in any part of the world took place near the sources of *Skaptá*, in most Handbooks of Geology (but erroneously) ascribed to the Skaptárjökull. These eruptions proceeded from many craters, especially in a valley then called Varmárdalur (Warmriverdale). The craters extend to a length of 9 m. Two lava streams of enormous volume flowed from the craters, one of 54 m. in length into channel of Skaptá, the other of 21½ m. in length into that of Hversfisfljót. The lava has in many places filled valleys and rifts of 400 to 600 ft. in depth, and

on the level ground it has, on the average, a height of 20 to 30 ft., but sometimes nearly 100 ft. The lava covers an area of 153 square miles. According to the estimate of Lyell ('Principles of Geology,' 5th ed. ii. p. 130–132), the volume of the lava is equal to the area of Mont Blanc. The eruptions continued from June 1783 till Jan. 1784. Eight farms were totally destroyed, 29 more or less damaged, and two parishes became quite unhabitable for a space of two years.

The following table shows the loss of live stock in 1783:—

	1783.	Dead in 1783–1784.	Alive in 1784.	Of every 1000 died.
Cattle	21,457	11,461	9,996	534
Sheep	232,731	190,488	42,243	818
Horses . . .	36,408	28,013	8,395	770

The S. coast is unbroken by bays or fjords, and there is no anchorage. The W. coast (especially the N.W.) is extremely indented, as is also to a less extent the N. and E. coasts. Some of these bays are 60 miles long, and some of the fiords 45. The centre of the island is high ground, averaging nearly 2000 ft. above the sea. This is made up of mountains, jökulls, lava and sand deserts, moorland, marsh, bog and pasture land. There are no trees. A few tracts are covered with the dwarf birch. There are numerous fine rivers and waterfalls. Among the former may be mentioned the *Thjórsá*, the *Skjálfandafljot*, and the *Jökulsá á Fjöllum*, each more than 100 m. in length; the *Hvitá* (white river), a name for a glacier river, on account of the milky appearance of the water; the *Blanda*, and the *Heraðsvötn*. The principal waterfalls are the *Dettifoss*, the *Goðafoss* (Rte. 5), and the *Gullfoss* (Rte. 2). There are four large lakes, and a great number of small ones. *Thingvallavatn* (Rte. 2) and *Myvatn* (Rte. 5) are the largest. The Thjórsá falls 2000 ft. in 60 m. and carries down a vast volume of water from the central jökulls. Upwards of 300 warm springs exist in the island—some acid and siliceous, others alkaline and siliceous. *Geysirs* are springs which discharge hot water; *laugs* are warm springs; *hver*, *náma*, and *ketill* are terms applied to boiling pools of mud or water, the *náma* usually giving off sulphurou gases. The *Öl-keldur* is a spring of water highly charged with carbonic acid. *Reykir* (steam) is a common name of farms situated near hot springs.

According to Paijkull's *Geologisk Karta öfver Island*, more than two-thirds of the island consists of *basaltic tufa*, through which here and there *trachyte* protrudes. The districts to the S. of Myvatn, and S. of the Langjökull and Hofsjökull, contain a great deal of *palagonite tufa*. *Lava* appears around Hekla, in the Gullbringu Sysla, and in the Odáðahraun; *alluvium* along a stretch of S. coast between Dyrhólaey and Stafafell, and small deposits of Surtarbrandr at various points along the W. and N. coasts.

14.—Shooting, Fishing, Geologising, and Exploration.

Under any circumstances a tour in Iceland involves a good deal of dis comfort, and roughing it in a manner to which few travellers are accustomed; hence it happens that the comparatively small number of persons who visit its shores usually do so with some definite object in view, other than simple change of air and scene. The principal objects are sport, geology, or exploration. Others go from a fondness of the scenery or literature. Those who go without any special interest in anything are likely to be disappointed.

Capital notes on the sport in Iceland have been contributed from time to time to the *Field* by Mr. W. G. Lock. The following are some of his remarks.

Shooting.—Swans, several varieties of geese, and of ducks, teal, whimbrel, plover, and snipe are met with in Iceland till the end of August. Woodcock are never seen. Grouse are very plentiful; chiefly ptarmigan, which about the end of August seek a greater elevation (2000 feet or above), where there are patches of snow. The best grouse moors are said to be—in the N.E. *Hvammsheiði*, S. of Húsavik; the moorland W. of the *Skájlfandafljót* from Thingey southwards for 8 miles; the valleys W. of the mountain range *to the N. of Reykjahlið*; and the moors around *Svartárkot* and *Garðr*. The *Víðidalsfjall* W. of the Vatnsdal is one of the best places in Iceland for grouse. (See 4th and 5th day, Rte. 4.) In the S. grouse may be found in the neighbourhood of Thingvellir, and in the low underwood which covers portions of the plain of the Vestri Ranga between Búrfell and Hekla. Wild fowl may be shot on the *Fiskivotn* and *Arnarvatnsheiði*. (See 5th day, Rte. 4.) By the Act (Dec. 16th, 1885) of the Althing there is a close season, lasting from the beginning of April to the 20th of July; but the following birds may be killed at any time of the year: eagles, falcons, merlins, ravens, all sorts of skua and gulls, and the great northern diver. The eider duck is protected all the year round. Three small herds of reindeer exist in Iceland. Their progenitors were brought from Norway in the middle of the last century. The largest herd is said to contain 200, and to inhabit the fjelds S.W. of the *Lagarfljót* and N. of the eastern *Snæfell* (i.e. in the territory due E. of Askja, and S. of Moðrudalr). A second herd inhabits the mountain range N. and S. of Krafla; while the third is found in the range of volcanic mountains running N.E. from Krisuvik to Thingvallavatn (Rte. 3). Seals are private property, but permission to shoot them is sometimes given by the farmers.

Fishing.—There are many good salmon rivers. Right to fish in the *Elliðaár*, half an hr's. ride from Reykjavik, may be purchased for 10 kr. a day from Herra Thomsen, a Danish merchant living in Reykjavik. In the *Minni Laxá*, and *Stærri Laxá*, near Hruni parsonage (5th day, Rte. 2), salmon and sea trout may be caught with the permission of the owners. An offer of payment should always be made. *Laxá* means salmon river, and we find the name all over Iceland. Wherever a river bears it, salmon is to be found, and the guide will always be able to ascertain if permission to fish in it is obtainable. Also in the *Fiskivötn* (Fish lakes), between Kalmanstúnga and Grimstúngur (Rte. 4, 5th day), there are abundant char and trout. *Thingvellir* lake contains plenty of char.

Geologising.—From a geological point of view Iceland is particularly interesting: the numerous records of both ancient and modern volcanic action, the active volcanoes, the palagonite and tufaceous rocks, the geyserite, and other geysir products, the rare minerals, such as epistilbite and Iceland spar, the surtarbrandr, and the sulphur fields, all afford interesting studies. In the works of Bunsen, Paijkull, Von Waltershausen, and Jonstrup (for the most part unfortunately buried in the proceedings of Danish, German, or Swedish learned societies), the traveller will find abundant discussion of the most interesting locality, as regards volcanic action, in the world.

Exploration.—Many portions of the island are but partially explored, and many peaks and jökulls have never been ascended or crossed. Mr. Watts' *Across the Vatna Jökull* is the book for such aspirants, to be followed by other records of exploration in the northern world. An account of a journey across the Sprengisandr in 1881 will be found in *Summer Travelling in Iceland.* By John Coles. (Murray, 1882.)

15.—Skeleton Tours.

(The traveller is particularly recommended to trace out on the accompanying map each of the following routes.)

Route 1. *Leith to* **Reykjavik,** *touching at the* **Faröe Islands.** P. 113.

Route 2. **Thingvellir, Geysirs, Hekla.** *The most popular route.* 12 *to* 16 *days, or, including the voyage to and from Leith,* $3\frac{1}{2}$ *weeks; middle of August.*

Reykjavik to Thingvellir by the Mosfellsheiði; Thingvellir to the Geysirs, by Laugarvatn and the Brúará; the Geysirs to Gullfoss, the Hvitá, and Hruni; Hruni to Galtalækr Farm; Ascent of Hekla; Galtalækr to Eyrarbakki; Eyrarbakki to Reykir across the Ölfusá; Reykir back to Reykjavik by way of the Hellisheiði. P. 115.

Route 3. **The S.W. Peninsula.** 4 *days.*

Reykjavik to **Krisuvik**; along the S. coast by Staðr to **Cape Reykjanes**; returning to Reykjavik by Kirkjuvogr, **Kálfatjörn** and Hafnarfjordr. P. 119.

Route 4. *Across the island from* **Akureyri** *to Reykjavik.* 8 *or* 9 *days.*

Akureyri to Bægisá; through the **Öxnadalr** to Silfrastaðir; across the Héraðsvötn to Aríðkúla; **Haukagil**; across the Viðidalstúnguheiði to Kalmanstúnga and the **Surtshellir Caves**; Kalmanstúnga to Thingvellir, and back to Reykjavik. P. 122.

Route 5. **N. E. Iceland** *and the volcano* **Askja.** *About* 3 *weeks, late July or August.*

Akureyri, Ljósavatn, Múli, and the **Goðafoss waterfall**; Húsavik, **Uxahver** (the northern Geysirs), Asbyrgi, the **Dettifoss waterfall**, Reykjahlith; the solfatara around Reykjahlid; Leirknúkr, **Krafla**, and Hrafntinnuhryggr; Skútustaðir, Svartárkot, the **Ódáðahraun**; **Askja**; return to Akureyri by Svartárkot and Stóruvellir. Pp. 124.

ROUTE 6. **The N.W. Peninsula of Iceland.** *About a month, late July or August. (Not particularly recommended, unless the traveller has some special reasons for taking it.)*

Reykjavik to Reynivellir; Glymrfoss, Lundr, and the hot springs of Reykholt; Stafholt, Staðarhraun, and Miklaholt; the volcano **Eldborg**; Búðir; the basaltic caves of **Stapi**; the **Snæfells Peninsula**; the Snæfells Jökull; Olafsvik, Grundarfjord, Helgafell, and Stykkishólmr: Thorsnes, Breiðabólstaðr, Hjarðarholt, and Borðeyri; the N.W. Peninsula; Guðlaugvik, Berufjordr, Kirkjubol, Hamar, Isafjordr; ascent of the **Dranga Jökull**; Os; Surtarbrandur formations; return to Bordeyri; thence by boat to Reykjavik or Leith direct; or by land to Reykjavik; or to Akureyri. Pp. 127–131.

OTHER ROUTES.

Across the **Sprengisandr.** *Along the* **S. coast to Berufjordr.** *Across the* **Vatna Jökull.** *The* **Vatnahjallavegr Route.**	Pages 130, 131.

ROUTE 1.

LEITH TO REYKJAVIK, TOUCHING AT THE FARÖE ISLANDS.

Leith (see *Handbook for Scotland*). The steamer usually sails in the afternoon or evening from Leith or Granton, the Firth of Forth is traversed, Fife Ness rounded, and the Bell Rock lighthouse soon after sighted. Montrose, Stonehaven, Aberdeen, and Peterhead are passed in succession as the steamer keeps her course a few miles from the coast. Later we pass either through the Pentland Firth, or between the Orkney and the Shetland Islands. Nearly two hundred miles to the N.W. of the Shetlands, and probably at the end of the second day out of Leith, the Faröe Islands are sighted, if, as is rarely the case, they are not enveloped in fog. The Danish mail steamers invariably stop at *Thorshavn,* the capital, both in going and returning.

The **Faröe Islands** (N. lat. 62) are 35 in number; 17 are inhabited. *Strömöe* is the centre, and the seat of the capital, *Thorshavn.* The total area of the islands does not exceed 500 square miles; and the inhabitants are about 11,000. The country is mountainous, and the heights range from 1000 to 2800 ft. The prevailing rocks are trap and basalt, which furnish some interesting minerals, particularly Zeolites. A few thin seams of coal occur. The trap rocks (*trappe,* staircase) rise in a succession of grass-covered terraces, affording good pasturage for sheep, which were introduced by the early "Westman," or Irish settlers; and found in abundance by the Norwegians in the 9th cent. when they colonised the islands. Hence the name *Faroër* (*Fær,* sheep; *oer,* isles; but Landt says the name means the *Far-away* Islands). Sheep-farming and fishing are the principal industries of the colony. It belongs to Denmark, and is represented at home by a National Legislative Assembly, called the *Lagthing,* and in Denmark by a representative member.

The islands are surrounded by open seas in all directions; the distance to Norway is over 400 m., to Iceland over 300 m. They are very bleak and storm-swept, and heavy fogs frequently hang over them for days. "Their agricultural products are small, as, from the rocky character of the soil, most of the cultivation must be done with the hoe instead of the plough. Besides the pursuit of the cod and herring-fisheries, the taking of seals and whales is an important industry. When a school of dolphins are in sight, the joyful news is communicated by signal fires, and the boats, to the number of several hundreds, soon form a huge semicircle around the prey, driving them into shallow water with shouts and blows, where they are quickly killed by the excited crowd. The flesh is eaten fresh, and dried, and the blubber is converted into train-oil for food and various uses. Almost all kinds of sea-fowl, the gulls and cormorants excepted, are eaten, fresh, salted, or dried, as also are their eggs. They raise many cattle, ponies, and sheep, for which the fields are well calculated; from the latter, as in Iceland, the wool is pulled, instead of being shorn, the portions ready to fall being taken at each time. The people are healthy and long-lived, but they do not increase rapidly."

STRÖMÖE contains 143 sq. m. **Thorshavn** (1000) is the only town and seat of government. The streets are narrow, crooked, and steep; the houses of wood or turf, and thatched with turf. The traveller may land from the Danish steamer for an hour or two, but he will find nothing of interest to detain him. Burton says, "We left the Faröes with a conviction that its capital is one of the

slowest places now in existence; the only possible excitement would be to buy a 560-fathom fowl-rope, and to dangle like the samphire-gatherer of dreadful trade over the bird-precipices."

Iceland will be sighted on the second day after leaving Thorshavn. The Danish steamer will probably call at the Westmann Islands (v. the map); afterwards the *Eldey* (Fire-island) will be passed, Cape Reykjanes (Rte. 3) will be rounded, the Faxa Fjorðr will be entered, Snæfells Jökull will be seen far to the W., and presently the little black houses and the church of Reykjavik will come into view. The ship anchors a few hundred yards from shore, and the landing made in boats at a small wooden jetty.

Reykjavik, ✡ said to have been founded by Ingolfr in A.D. 877, has a population approaching 4000, and is the residence of the governor, bishop, chief judges, and other officials. It is situated in the S.W. of Iceland, on a headland which projects into the Faxafjorðr, and the harbour is protected by the headland on the S.W., and by three small islands, *Akrey*, *Engey*, and *Viðey* on the N. The houses are mainly constructed of wood, and there are three streets parallel with the quay, several streets at right angles to these, and a square, in the centre of which is a Statue of *Thorvaldsen*, who was son of an Icelandic carver. The principal buildings are the *Cathedral*, the *Parliament House* for the biennial meetings of the Althing, the *Latin School*, the *Hospital*, and the governor's house. In the Althing House is a *Museum* containing some interesting antiquarian remains, and a *Library*, in which are preserved some old MSS. and a copy of the first Bible printed in the Island, at Hólar, in 1584.

In the **Cathedral** there is a *font* sculptured and presented by Thorvaldsen; and in the *Museum* some jewelled crucifixes, and embroidered vestments from Skálholt Cathedral.

The autumn sunsets seen from the rising ground to the W. of Reykjavik are often very beautiful, and the aurora may not infrequently be witnessed.

Two miles to the E. are some hot springs from which Reykjavik (*Reekwick*) takes its name. The islands in the harbour may easily be visited. *Viðey* is the most interesting. It contains a *chapel* which belonged to a monastery founded in 1226. Great numbers of *eider ducks* breed in the island, and they are rigorously protected by law. The down is worth from 12*s.* to 18*s.* a lb. according to the season.

Bessastaðir, less than 2 hrs.' ride S. of Reykjavik, is worth visiting. The present occupier is Dr. Grimr Thomsen, author of an elaborate work on Lord Byron. The church is curious, and a large building in its vicinity was formerly used as the college.

Snæfells Jökull (4713 ft.), although 70 m. N.W., is a very striking object as seen in the clear evening light from Reykjavik.

✡ Information respecting hotels, etc., will be found in the Index and Directory at the end of the book.

REYKJAVIK
AND
THE SOUTH WESTERN EXTREMITY
of
ICELAND
from Gunnlaugsson's Map corrected with additions
by
JOHN COLES, F.R.G.S., F.R.A.S.
Danish Miles
0 ½ 1 2 3 4 5 6 7 8
English Miles.
0 5 10 15 20
Heights in feet
Longitude West 20° of Greenwich
London: John Murray, Albemarle Street.
F. S. Weller
22°
20°
18°
64°
FAXA FJÖRDR
REYKJAVIK
Hekla
Torfajökull
Mýrdals Jökull
Eyjafjalla Jökull
Tindfjalla Jökull
Skaptarjökull or Síðujökull
Hágaung Hraun
Landbro
Langholt
Reykir
Hofsbreiðr
Eyvindarhólar
Islands
Westmann
Heimaey
Dyrhólaey (Portland)
Loptsalahellir
Fulilækr or Jökulsa
Strandar Kirkja
C. Reykjanes
F.L. 180 ft.
Kirkjuvogr
Grindavik
Krisuvik
Hvalnes
Kalfatjörn
Garðar
Bessastaðir
Utskalar
Hjortsey
Alftanes
Melar
Saurbær
Brautarholt
Mosfell
Ingólfsfjall
Ölfusá
Thjórsá
Skaftá
Kúlá
Markarfljót
Jökulsa
Blafellsjökull
Blafell
Tungnafellsjökull
Tindafell
Arnarfell á mikla
Myrdals Jökull
Solheimar
Skógar
Kirkjubær
Kalfafell
Kaldbakr
Leirvogr
Medallaand
Leiðvallar
Alftaver
Rykkvibær
Hofsbreiða
Derhólar
Reynir
Dyrhólaey
Hjörleifshöfði
Einarsdrángr
Drángar
Landakirkja
Álsey
Súðey
Súlusker
Bjarnarey
Ertendsey
Heimaklettr
Kaupstaðr
Fyvindarkofaver
Hágaunga en nyrðri
Hágaunga en syðri
Soleyjarhöfði
Skaftá
Tungnaá
Kúlá
Markarfljót
Jökulsa
Thjórsá
Ölfusá

ROUTE 2.

From 12 *to* 16 *days.*

REYKJAVIK TO THINGVELLIR, THE GEYSIRS, GULLFOSS AND HEKLA, RETURNING BY EYRARBAKKI, REYKIR, AND THE HELLISHEIÐI.

1*st day.* **Reykjavik to Thingvellir.** The start should not take place later than 10 A.M. It is difficult to estimate distances, where there are no roads, and where the bridle-paths wind round the base of mountains. Captain Burton estimates the distance between Reykjavik and Thingvellir at 24 direct geographical miles, and 35 indirect statute miles. The journey lasts from 7 to 9 hrs.

For a few miles out of Reykjavik there is a made road; the *Láxa* is forded, and the path winds upwards among hills with small lakes on either side. Looking N.W. we see the *Snæfells Jökull;* nearly due N. the *Esja* mountains; and to the W. the Faxafjörðr. Soon after the *Hafravatn*, the largest of the neighbouring lakes, is skirted, and we enter the *Seljadalr*, following the northern side of the valley. A halt is usually made for luncheon at a small stream skirting a narrow piece of morass, crossed by a causeway. The bridle-path is again taken up, and we skirt the S. and S.E. base of *Grimmansfell.* We are now about half-way to Thingvellir.

As we proceed, two lakes, *Leiruvogsvatn* and *Geldingatjörn*, are passed on the left, and we enter a stony barren waste called the *Mosfellsheiði* (Mossfell-heath), and ride for about $1\frac{1}{2}$ hr. on a well-made road. The Thingvallavatn, the largest of Icelandic lakes, covering an area of nearly 40 square miles, comes into view; and we presently halt at the edge of a vast rift, more than 2 m. in length—the *Almannagjá*, or All-Mens-Rift. We descend by a steep causeway to the bottom of it, ford the *Öxará*, and find ourselves close to Thingvellir Church and parsonage, not seen until quitting the rift.

2*nd day.* **Thingvellir** (lit. *Plains of the Council*, because the Icelandic Parliament met here for nearly nine centuries) is a depressed space nearly 4 m. long by 4 m. broad, enclosed for a portion of its length between two volcanic rifts—the *Almannagjá* and the *Hrafnagjá* (Raven's Rift)—probably the result of subsidence. They run N.E. between Thingvellir Lake and Armannsfell, and enclose a tract full of small crevasses, and covered by a very scanty vegetation. Between the two main rifts, a great fissure divides into two branches, enclosing an oval mass of rock, called the *Lögberg*, or Hill of Laws. It is surrounded on all sides by deep volcanic crevasses containing clear water, and upon it formerly the Althing, or Parliament, assembled, while the people stood over against them on the Allmen's rift, and watched the proceedings.

The traveller will find abundant occupation for a day in visiting places of interest in and around Thingvellir: the *waterfall* to the N.W., formed by the Öxarà; the *lake* to the S.W.; the *Lögberg*, and the *church.*

In 1878 the church was used for sleeping quarters, as was then universally the case throughout Iceland; but owing to the unseemly behaviour of some travellers in 1879 in this church, the Bishop has refused to allow them ever again to be used for the purpose. The priest of Thingvellir has enlarged his house, however, and has fair accommodation for several persons; if this is insufficient, a tent must be erected on the "tún" or grassfield around the

farm, or in the churchyard. Capital char may be caught in the lake, and this usually forms a staple dish at Thingvellir.

The *Church* is a tarred wooden structure, 24 ft. long, 15½ ft. broad, and 12 ft. high, containing three windows on each side. It might contain 50 people. The pulpit dates from 1683, and the altarpiece, which represents a Last Supper, is old. In front of the church there is an *Ellstone*, a block of vesicular lava 4 ft. 9 in. in height, upon the east face of which six lines are traced. It is said that formerly these served as standards of measure. They are respectively 21, 10½, 8, 7, 5, and 4 in. in length.

Near the S. extremity of the Thingvallavatn there is a range of hills, the highest of which is *Hengill* (a beetling crag). Columns of steam rise from different points upon its flanks, and a number of hot mineral springs are found in the vicinity.

3rd day. **Thingvellir to the Geysirs.** About 38 m. 8 to 10 hrs., including stoppages for luncheon and to feed the ponies. The start should take place not later than 9 A.M. Bridle path very rough. Progress slow at first. Cross eastern rift, the *Hrafnagjá;* enter a bed of old lava; path ascends to over 500 ft.; cross a heath called Lyngdalsherði; three peaks visible on the left, the *Kálfstindar* (Calf peaks). These peaks are also visible from the harbour of Reykjavik in clear weather, due east, and seem to be much nearer than they are in reality. Enter *Laugardalr* (Hot-spring dale); halt in a grassy valley to feed the ponies; push on to a farm-house near the *Laugarvatn;* halt for luncheon, and to visit the hot springs on the border of the lake. A good view of Hekla is sometimes obtained from this point.

After leaving Laugarvatn farm, a streamlet is crossed; leave *Miðdalr* on the left, and arrive at the **Brúará** (the river of the bridge, from a natural arch of rock which at one time spanned it), a river which is shallow except in the centre of its bed, where there is a deep volcanic crevasse into which the waters from either side fall. The rift is crossed by a few wooden planks, over which the ponies fearlessly walk. During floods the bridge is covered by several feet of water, and the river must then be crossed by a boat, a little distance further down the stream.

A stretch of rough country now leads by the southern base of *Bjarnarfell* to *Laugafjall;* a morass is crossed, and a small affluent of the *Túngufljót* forded. The Laug farm is seen on rising ground above, and a few minutes later the steaming Geysir fields come into view.

The tent should be pitched between the **Great Geysir** and the **Strokkr.**

4th day (and perhaps the 5th and 6th) will be spent in the vicinity of the geysirs, awaiting an eruption of the Great Geysir; irritating the Strokkr by doses of turf, visiting the smaller geysirs, hot springs, mud pools, and extinct geysirs, and examining the rocks in the vicinity. A capital bird's-eye view of the geysir fields is given in Baring Gould's *Iceland, its Scenes and Sagas*, and in Coles' *Summer Travelling in Iceland*, while Prof. Bunsen, of Heidelberg, has examined the principal geysirs from the scientific standpoint, and has explained their action. They are situated at the base of a hill of trachyte in the midst of a marsh of hot mud, which is roughly 500 yards in length (N.E. by S.W.) by 150 in breadth. Altogether there are nearly 50 hot springs at *Haukadalr* (Hawkdale), some active, like the Great Geysir and Strokkr, others tranquil pools of boiling water, and others again full of boiling mud, coloured blue, or black, or red.

The **Great Geysir** issues from a siliceous mound of its own making, raised 30 ft. above the surrounding plain; the basin at the summit is nearly circular, 66 ft. by 58, and 4 ft. in depth; the tube in the centre is 10 ft. in diameter and 82 ft. deep. On the N. side of the mound a rivulet of warm and very soft water carries

away the overflow. If the day is moderately warm, this furnishes a delicious open-air warm bath. The Great Geysir is very uncertain; generally an eruption takes place once in three days, although it is said that people have waited for seven, and even a fortnight in vain. Its power is evidently dying out. At the end of the last century it erupted six times daily. Usually a concussion of the ground, and loud subterranean noises herald an eruption. "Five strokes underground were the signal, then an overflow wetting every side of the mound. Presently a dome of water rose in the centre of the basin and fell again, immediately to be followed by a fresh bell, which sprang into the air full 40 ft. high, accompanied by a roaring burst of steam. Instantly the fountain began to play with the utmost violence, a column rushed up to the height of 90 or 100 ft. against the grey night sky with mighty volumes of white steam cloud rolling about it, and swept off by the breeze to fall in torrents of hot rain. Jets and lines of water tore their way through the cloud, or leaped high above its domed mass. The earth trembled and throbbed during the explosion; then the column sank, started up again, dropped once more, and seemed to be sucked back into earth." (*Baring Gould.*)

The **Strokkr** (Churn) Geysir is 44 ft. in depth, and 9 ft. in diameter at the top; the tube gradually contracts until at 27 ft. from the mouth it has a diameter of only 19 in. Water may ordinarily be seen violently boiling about 8 ft. below the mouth. By putting two or three score of large pieces of turf into the Stokkr, the narrow tube is blocked up, and an eruption speedily follows; the turf, churned up into mud, is ejected to a considerable height (commonly exceeding that of the Great Geysir), and jets of water follow in girandoles in rapid succession. The display sometimes lasts for 20 minutes, often for 10.

The **Ótherrishola** A few minutes walk from the Great Geysir to the W. is a little geysir often overlooked by travellers, which always may be made active by putting a piece of turf into its narrow mouth. The water is thrown up to the height of some 15 ft., and the eruption lasts for 20 min. or more.

Blesi is a double pool of hot water, filling a cavernous structure, lined with pale pink siliceous sinter. It stands about a dozen yards to the N. of the Great Geysir. Meat may be capitally boiled in it, and it furnishes hot water for coffee and evening grog. Interesting specimens of *Geyserite* and *Palagonite* may be obtained from the geysir fields and the rocks to the N.

5th day. Haukadalr to **Gullfoss** *and Hruni.* 2½ or 3 hours' ride nearly due W. from the Geysir fields brings us to the fine *Gullfoss* (Gold-fall) waterfall, where the river *Hvitá* falls from two opposite sides into a cleft. The river immediately above the fall descends somewhat rapidly over a series of terraces, and narrows just before it plunges into the crevasse. The waterfall itself and the surrounding scenery are very fine, and should on no account be omitted from the traveller's programme.

After leaving the Gullfoss, a S.W. route is followed, between the Tungufljot and the Hvitá, as far as *Bræðratunga* Farm, where the Hvitá must be crossed by a ferry boat, while the ponies swim. The Hvitá, or White River, is a broad and deep glacier stream, which flows from the *Hvitárvatn;* after receiving its tributary *Sog* from Thingvallavatn, it is called the Ölfusá, and enters the sea near Eyrarbakki. A good deal of time is occupied on the banks in saddling and unsaddling the ponies, and transferring baggage to the boat. Afterwards the *Minni Laxá* has to be forded, and a swamp to be crossed. A weary day's march brings us at length to *Hruni* (Ruins), where the hospitable priest, Johanna Briem, and his son, Sira Steindór Briem, are sure to receive the traveller very cordially.

6th day. **Hruni to Galtalækr Farm.** The valley of the Laxá is followed, and the river presently forded; 2 hrs. later the banks of the *Thjórsá* (Bull River) are reached, and the river crossed by a boat while the ponies swim. An hour and a half's ride nearly due S. brings us to *Stóruvellir* (Stourfields). A brisk ride over a flat plain strewn with pumice and volcanic ash, leads us to *Galtalækr Farm* (Hogbrook), our quarters for the night. Here the tents are pitched, and a guide secured for the morrow. Accommodation moderate.

[Travellers who wish to visit the scene of the eruption of 1878, which took place about 4 m. to the N.E. of Hekla, will take a guide from the Galtalækr, and spend the next day in exploring the new craters and lava fields,]

8th day. **Ascent of Hekla.**—(*Hekla*, hooded frock, in allusion to its mantle of snow.) The start should be made not later than 8 A.M. A guide must be procured from Galtalæker or the *Næfrholt* (Birch-copse) *Farm* (5 or 6 kroners). The ascent occupies about 5 hrs. The highest point (5108 ft.). is the N.E. wall of the northernmost crater. The following account was written by the author after his ascent of the mountain on August 23rd, 1878: "We left Galtalækr Farm at 9.40 A.M., taking with us Geir Zæga, our guide from Reykjavik, together with the occupant of the Næfrholt Farm. Having crossed the *Vestri Rángá*, we proceeded nearly due S., passed the Næfrholt Farm, near which we came upon the lava of 1845, and then passed over some very rough lava-strewn ground covered with volcanic ash, which concealed holes into which the ponies sometimes stumbled and fell. The lava of 1845 is covered with the same moss which we noticed on the old lava near the crater of 1878, which causes it to look much older. When the ascent became steeper we left the ponies. Distance to the foot of the steep incline about 7 m. from Galtalækr. Followed the S. boundary of the lava field of 1845, until we reached a steep incline, which we ascended. Crossed a small portion of the old lava field, then a tract covered with volcanic ashes, and finally found ourselves at the bottom of a steep slope covered with snow, beneath which water was heard rushing downwards. The ascent of this slope without alpenstocks was not easy. Several other snow slopes were crossed, and we then found ourselves near the crater of 1845. Above this we saw a crater with a red smoking mound within it; then in succession the third and fourth craters, and beyond the most easterly crater, a nearly level snow-covered waste full of lava blocks. From the most easterly extremity of this, which was reached at 2.30 P.M., we looked down upon the principal crater of 1878. The summit of Hekla is covered with much ash, sand and red pumice, together with lavas of every degree of compactness, from the most vesicular to obsidian. The descent over the snow slopes was troublesome, but we regained the spot at which we had left the ponies at 5 P.M.

Hekla was ascended for the first time in 1770. The difficulties of the ascent have been much exaggerated subsequently. It is really a very easy mountain to climb, and the only thing to be dreaded is the descent of a thick fog while one is on the highest slopes of the mountain."

9th day.† **Galtalækr Farm to Eyrarbakki.**—A very long day's journey. The start should be made at 8 A.M. The first rest will be made at Stóruvellir, where a guide to the other side of the Thjórsá should be procured. The river will be crossed nearly 20 m. S.W. of Stóruvellir, near *Kálfholt;*

† The following is an alternative route from Galtalœkr to Reykjavik — in some respects more convenient than that *viâ* Eyrarbakki.

[*9th day. Galtalækr to Laugardælir*, or to *Selfoss*, near the bridge.—The doctor of the district lives at Laugardælir. He is the son of the late priest at Stóruvellir, very hospitable, and speaks excellent English. At the farm Selfoss good accommodation may also be had.

10th day. Laugardælir to *Reykjavik*, by *Reykir*.—A made road from the bridge extends nearly to Reykir.]

at *Villingaholt*, on the W. side of the river. If the start has been late, or the ponies are tired, it will be well to rest here for the night. If not push on to *Eyrarbakki* (Beach bank), which is about 16 m. from Villangaholt.

10*th day*. Will probably be spent at **Eyrarbakki**, where there is a capital store, the cultivated and genial proprietor of which will give the traveller any information he may require.

11*th day*. **Eyrarbakki to Reykir.** 4 hrs. About 12 m. The *Olfusá* is crossed near Selfoss below Laugardælir by a suspension bridge, erected 1891 by Vaughan and Dymond, engineers. A fine view of Hekla and the Southern Jökulls is seen to the E. if the day be clear. After crossing the river we skirt the southern base of *Ingolfsfjall*, and soon after arrive at the farm of *Reykir*, where is the geysir known as the "Geysir in (the district of) Ölfus." Accommodation bad. Weather frequently rainy, even in the best seasons. Here there formerly existed geysirs as at Haukadalr, and 100 years ago they were in full activity, rising to a height of 70 ft.; but in consequence of an earthquake the geysirs became mere hot wells of water, into the clear depths of which one may look without fear of a scalding due to a sudden eruption. A variety of siliceous sinters may be found in the vicinity, and the place is interesting as furnishing an example of old geysir action. We are now due S. of the Thingvellir lake, and about 7 m. from it. Ingolfsfjall is on the E., Skálafell on the W., and the broad mouth of Ölfusá nearly due S.

12*th day*. **Reykir to Reykjavik.** A ride of 8 or 9 hrs. We ascend from Reykir to the *Hellisheiði* (Cave-heath). an elevated bleak tract of lava, worn and furrowed by ice, water, and wintry storms. When the writer crossed it in August 1879, a fearful storm of wind and rain swept over its bare surface. The rain was rendered almost horizontal by the wind, and at intervals masses of fog drifted over the scene. We descend on the W. side by the *Hellisskarð* (Cave-pass). In doing so, two large craters are seen on the mountain to the left. The southern crater is 258 ft. high, and the northern 220 ft. Just at the foot of the pass stands a little house called *Kolviðarhóll*, intended to be a shelter for travellers across the Hellisheiði in winter. From Kolviðarhóll is a made road across Svinahrann, and so on all the way to Reykjavik. This last part of the journey to Reykjavik takes about 3½ hrs.

It is obvious that although under favourable circumstances this round may be accomplished in 12 days, 14 or 16 will generally be preferable. It is the route which will find most favour with the majority of travellers, as it combines three of Iceland's greatest lions—Thingvellir, the Geysirs, and Hekla; and it furnishes every variety of scenery: mountain, rivers, plains, elevated lava tracts, morasses and geysir fields. Those who desire to have a general glimpse of Iceland, and who wish to return by the next boat, cannot do better than follow this route under the guidance of Geir Zoëga.

ROUTE 3.

THE S.W. PENINSULA. REYKJAVIK TO KRISUVIK, STAÐR, CAPE REYKJANES, KIRKJUVOGR, KALFATJÖRN, HAFNARFJORÐR, REYKJAVIK.

(Between 90 and 100 m.—4 days and 3 nights.)

1*st day*. **Reykjavik.** Start not later than 10 A.M. Look well to waterproof arrangements. A violent downpour of rain is the rule rather than the exception among the sulphur mountains of Krísuvík.

2½ hrs. **Hafnarfjorðr** (Havenfirth), ✡ a small trading village with less than 500 inhabitants, at the head of the fjord which bears its name. Excellent harbour from which the Krísuvík sulphur was shipped. Climate good. Some travellers have asserted that this ought to be the capital of Iceland. The Danish steamers usually go from Reykjavik to *Akranes*, a trading village N. of Reykjavik, and then to Hafnarfjörðr, returning the same way, and as the coast scenery is interesting, it will be well, if time permits, to make the excursion.

A cold dreary ride over a very rough field of old lava, with a barely discernible bridle-path, leads to the mountains of Krisuvik; the base of *Sveifluháls* is skirted for a short distance, and a steep path ascended. A multitude of small extinct craters appear; and as the eastern slope is approached, steaming solfataras come into view.

Kleifarvatn (Cliff-lake), a gloomy lake bordered by masses of palagonite, is seen to the N.E. This lake alternately increases and diminishes, the rise and fall each extending over a period of several years at a time: it is even said that the water rises most in dry seasons, but this is not proved. The path passes between a multitude of solfataras; the small iron-house of the manager of the sulphur works next appears, and afterwards the church.

Krísuvík (Crosswick). ✡ If it rains hard, as it probably will, the tent had better be pitched under the lee of the church. The *sulphur mines* should be visited the same evening, or early the next morning. They are found on the N.E. slopes of the Sveifluhals, while the *Brennisteinsfjoll* (sulphur mountains) mines are on the S.E. The sulphur accumulates in cavities in the lava. Carbonate and sulphide of copper are also found.

It is believed that 250,000 tons of sulphur ore are in sight at the mines, and it contains from 32 to 75 per cent. of sulphur; while the copper ores contain from 3½ to 4 per cent. The great difficulty is that of transport, for although Hafnarfjorðr is only 14 m. distant, the lava-covered country is so difficult to cross that the sulphur has to be conveyed on the backs of ponies to the port. A railway would be a very costly undertaking through such a country, if not altogether impracticable. In the meanwhile the mines are not worked. The solfataras give forth exhalations of steam, sulphurous acid, and sulphuretted hydrogen; the two latter decompose each other with the formation of water and sulphur. Burton says, "The scene is that of solfataras generally, a distempered land of disordered cuticle, bright red, brass-yellow, slate-grey, pink, purple, pale green, brown, black and leprous white; the water is milky and slimy, and even the dwarf willow and juniper cease to grow." Forty-seven sulphur beds have been discovered. A full account of the deposits will be found in the *Journal of the Society of Arts* for Jan. 17th, 1873, in a paper by Mr. C. W. Vincent. A long account of Krísuvík, accompanied by three coloured sketches, and a fourth representing Hafnarfjorðr, appears in Sir George Mackenzie's fine quarto, *Travels in Iceland in* 1810.

Reindeer are sometimes seen in the vicinity of the Kleifarvatn.

A short distance from the sulphur cauldrons there is a very deep tarn, formed in the cavity of an extinct crater.

The ride from Hafnarfjorðr occupies 5 or 6 hrs. Care should be taken that a competent guide is procured, as it is easy to lose one's way among the mountains, and the writer knew an instance of a party, who through the ignorance of their guide lost the way, and spent the night in great misery on the exposed heights of the Sveifluháls.

2nd day. Krísuvík should be left not later than noon, for *Staðr* in *Grindavik.* The tract is still over rough lava, of which there are over 500 square miles in the S.W. peninsula. The S. coast line is followed for the

latter part of the journey. Great quantities of drift-wood will be seen on the shore, and the writer saw in 1879 portions of the skeleton of a large whale. Quantities of water-worn stones, like those at Westward Ho, line the shore. Halt will be made at **Staðr**, and the tent pitched on the lee side of the church. The priest, Oddr Gislason, is a man of some acquirements. He speaks English well, and knows many parts of Iceland thoroughly.

3rd day. An early start (7.30 or 8 A.M.) should be made from Staðr. In 2 hrs.' time, over what has been called "the worst road in Iceland," **Cape Reykjanes**, the S.W. point of Iceland, will be reached. A great fissure, the *Hauksvörðugjá*, trends from Cape Rekjanes to the N.E.; the same line followed out to sea in a S.W. direction passed through the *Eldeyjar*, or Fire-islands, from 10 to 12 m. from the coast. Ten eruptions, the earliest in 1211, are recorded to have taken place in this district. During the eruption near Skaptár Jökull in 1783, a submarine eruption took place off Cape Reykjanes, and an island, called Nýey (new island), was then formed, but disappeared again in the next year. It was calculated to be from 10 to 16 English square miles in extent. Skaptár Jökull is 150 m. from Reykjanes. The last eruption off the cape was on May 30th, 1879, near the Geirfuglasker island; an appearance 'as of fire' was seen out at sea, ashes fell on the coast, and it was difficult to navigate the sea about Reykjanes on account of the smoke.

A lighthouse was opened at Cape Reykjanes in 1878. It is the only one in Iceland, and is lighted by paraffin lamps placed in the focus of parabolic reflectors. We take the following from our diary under the date of August 27th, 1879, in regard to this little-visited corner of Iceland. "The lighthouse-keeper said that we were the first visitors he had seen this year (and if so, probably the *last* also, on account of the lateness of the season); and that he had only had one visitor during the previous year. No houses were seen within many miles of the Cape; and the district was almost devoid of vegetation. The coast scenery is very fine; the rocks are worn away by the continued action of the sea into caverns and natural arches, and abrupt cliffs rise to a height of 500 or 600 ft. Snæfells Jökull, 76 m. away, stood out clear against the sky; while to the S.W. the Fire-islands were seen. A great number of siliceous springs stretch from Cape Reykjanes inland. They deposit pure white silica, which has been used, but not with much success, for porcelain making. It might be well to try it for the finer kinds of glass. The silica is in some cases deposited in a more compact and opal-like form; other deposits are coloured red and purple by iron. One of the cauldrons is larger than the others, and is full of boiling blue mud, which continually splutters and gives off clouds of steam. The rocks in the vicinity are much decomposed by the hot gases, and the completely decomposed rock becomes a hot, soft, whitish, or red and white, tenacious mud, into which the foot sinks deeply. Steam burst from the soil in many places, from crevices in decomposed volcanic rock, which can be found in every stage of decomposition. Bunsen has discussed the causes of these phenomena."

After leaving Cape Reykjanes, the W. coast line is followed to **Kirkjuvogr**, a collection of several good farms, and one of the most flourishing spots in Iceland. This is not owing to any wealth of pasturage, as there is no district in this respect so scanty, but entirely to the cod fisheries, which are here often most productive. The district is called the Gullbringusýlsa, and derives its name from a grassy slope in the S.E. part of it; *bringa* ("sternum") meaning a slope. The route is continued by *Njardvik* to **Kálfatjörn** (Calf's Tarn), a well-to-do village with a capital church and parsonage. The parish contains 750 inhabitants, mostly fishermen, while the annexed parish of Njarðvik contains 150. Thus the two parishes together

contain nearly *one-seventieth* of the population of the whole island. There is a service at Njarðvik every third Sunday. The poor are supported by their richer brethren.

4th day. Starting from *Kálfatjörn* at 10 A.M., Reykjavik is reached (by way of Hafnarfjorðr, where a rest is taken for luncheon) by 4 P.M.

The perfect volcanic cone of *Keilir* (1276 ft.), in the midst of the *Gullbringu Sysla*, and nearly midway on a line joining Kálfatjörn and Krisuvik, is a very conspicuous object during the greater part of a tour in the S.W. peninsula.

ROUTE 4.

AKUREYRI TO REYKJAVIK, BY WAY OF BÆGISA, ÖXNADALR, SILFRASTAÐIR, HÉRADSVÖTN, ANÐKULA, HAUKAGIL, KALMANSTUNGA, SURTSHELLIR, THINGVELLIR.

(8 or 9 days. Approximate distance, 200 miles.)

Akureyri, at the head of the Eyjafjord is the chief village of the north, and has the largest population next to Reykjavik of any place in Iceland, which however does not exceed 500. It is a little collection of wooden houses, with a fairly good church, and a very primitive inn. The principal trade is in ponies, sheep, and shark-liver oil, the manufacture of which latter fills the air with most disgusting odours. It is 58 m. S. of the Arctic circle, and when drift ice floats down from the N. and surrounds the coast, the inhabitants have a very dreary existence. Some of the Leith steamers touch at Akureyri, and travellers will prefer to make it the starting-point for Myvatn, Askja, and the N.E. district (Rte. 5), and will also sometimes be glad to see the great variety of scenery furnished by the journey of 200 m. across the island to Reykjavik. In any case a guide should be secured by writing one or two mails previously. A good guide is the son of the farmer at *Moðruvellir*, 3 hrs.' ride from the town; but the traveller should write to the courteous Herra Jón A. Hjaltalín, the principal of the College at Moðruvellir. Mr. Hjaltalín was long the librarian of the Advocates' Library in Edinburgh, and he is a good English scholar, and otherwise a learned man. Or a letter may be sent, at least two mails previously, to Herra Thorgrimur Gudmundsen, Reykjavik, asking him to meet the writer at Akureyri on such a day, with the requisite number of ponies, for the journey to Reykjavik. Or again Herra Havsteen, Oddeyri, near Akureyri, may be written to on the subject of guides and ponies.

It is preferable to sleep the night before starting on board the steamer. If it does not remain in port, the traveller must sleep at *Jensen's inn*, where there are 4 beds, or at a private house. An early start is not necessary. A good tent, and plenty of provisions, and some whisky, are requisites. The following is a record of the journey made by the writer in 1879.

We sailed from Granton at 4.45 P.M. on August 8th in fair weather, passed between the Faröe Islands, passed close to Cape Langanaes, and entered the Arctic circle. Temperature of air = 52° F.; of sea water near the surface, 47° F. At 4 P.M. (London time) sighted Húsavik; at 8.20 P.M. entered the Eyjafjorðr, and a few hours later let down the anchor off Akureyri.

1st day. Left Akureyri at 2 P.M., skirted the W. side of the Eyjafjorðr, going N. by a point or two W. until the valley of the Horgá river (*Hörgárdalr*) was reached; turned to the S.W. along the valley, arrived at **Bægisá.** Slept in church. Parsonage unusually large for Iceland, and two-storied. Curious triptych in church.

Windhomejökull, S. by E.

2nd day. Paid at Bægisá 22 kr. (about 25*s.*) for pasturage of 20 ponies, accommodation generally, and a very

fair breakfast for six of us. Started late, traversed the **Öxnadalr**; scenery fine; remarkable peak. *Drángatindr*, near Steinstaðir. Stopped at 1 P.M. to pasture the ponies. Much evidence of glacial action in the Öxnadalr. Stopped for an hour (6–7 P.M.) about 4 m. from Silfrastaðir to examine a remarkable zigzag crevasse, through which a small river flowed. Curious rocks in vicinity. At 8.30 P.M. arrived at **Silfrastaðir.** Slept in tent. Church very curious; built of wood with 6 ft. of turf between, and a roof covered with sods. Very dirty inside, and hung with people's clothes. 14th cent. crucifix over the door. Lych-gate contains two bells, dated 1643. Old lock. Six-sided basaltic column formed one of the steps.

[**Hólar**, where there is an interesting church, once a cathedral, may be visited from Silfrastaðir; or the route from Akureyri to Viðimyri, may be taken by way of Vellir and Hólar.]

3rd day. Paid at Silfrastaðir† 21 kr. For breakfast they gave us some roast lamb, a sort of rissole, capital coffee and cream as usual, and a bottle of some Italian wine. Road trends to N.W. Took a guide for the river *Héraðsvötn* (4 kr.), which is difficult to cross, especially if swollen. Arrived at *Viðimyri*, saw to the N. the *Skagafjorðr*, and some islands. Then bore E. to the *Vatnskarð*, 'le pas du lac'; upon the pass there is a lake in which we bathed, and where we rested for luncheon from 1.30 till 3. Crossed lava-covered hills; then forded *Blanda*, sighted *Svínavatn* (Swine) lake, the S. extremity of which was rounded, and we arrived at *Auðkula* at 8 P.M.

4th day. Paid at Auðkula 22 kr. Crossed *Vatnsdalsfjall*, and descended into the valley near *Hvamm* by a steep mountain track. Arrived at **Haukagil**, near Grimstungur at 4 P.M. Accommodation good. An excellent type of the better kind of Icelandic farm. Trout-fishing in the *Vatnsdalsá*. Basaltic dykes and other geological features of interest. The traveller is recommended to stay here for several days if he has time.

5th day. A very wearisome ride of some 60 m. over rough lava-covered highlands. The start should be made as early as 5 A.M.; and an extra guide and dog must be taken. A late start may involve camping out on the bare wind-swept highland, without hay, milk, or fire, and exposed to great inclemencies. We started at a good pace over a lava-strewn plain, the *Grimstúnguheiði*, which we presently exchanged for the *Viðidalstúnguheiði*. The *Eyrik's Jökull* appeared comparatively close. Halted by the shores of the *Arnarvatnsheiði* (Eagle Lake Heath) for rest and luncheon. Rounded N.W. side of the Eyrik's Jökull, from which glaciers were seen to be descending. Conspicuous terminal moraines on N. side. Entered upon another lava tract, the *Thorvaldshals*, passed the *Surtshellir caves*, and the *Strútr* mountain, and arrived at **Kalmanstúnga** between 8 and 9 P.M., having been more than 14 hrs. on the journey. Fine view of Geitland's Jökull. Slept in tent. Accommodation at Kalmanstúnga very bad. Farm-house extremely dirty.

6th day. Remained at Kalmanstúnga to rest the ponies, and to visit the **Surtshellir Cave**, a few miles distant, 1650 yds. long, 100 yds. broad, and 70 yds. high, where it has the greatest width. It consists of vast tunnels in the lava, the floors of which are covered with ice near the entrance, while in many places large icicles hang from the roof. The floor of the largest becomes more and more rough and rugged as you proceed, and at the furthest point to which it is possible to penetrate without difficulty, there is a kind of cairn

† The Editor is of opinion that the ordinary route is the best, viz., to go from **Silfrastaðir** to **Auðólfsstaðir** on the E. side of the Blanda (good quarters), and 4th day **Auðólfsstaðir** to **Haukagil** along the N. shore of *Swineavatn* (Swine Lake), passing by the N. base of *Vatnsdalsfjall* and enter the Vatnsdal.

upon which various coins are placed. Several smaller caves are in the immediate vicinity. Returned by the valley of the Norðlingafljót.

7th day. A ride of nearly 40 m. to Thingvellir necessitates an early start. Paid at Kalmanstúnga 51 kr. (2*l.* 17*s.*), an exorbitant charge, although it included 10 kr. for a lamb (which was cooked so disgustingly that we could not eat it), and 6 kr. for the guide to the Surtshellir caves—the farmer himself. Started at 5 A.M.; passed between Ok and the Geitland's Jökull, over a rough lava tract—the *Kaldidalr* (the cold dale). A piercing wind descended from the Jökulls. At 10.30 A.M. stopped at *Brunnar*, near a small lake; *Skjaldbreið* in full view for most of the way. Later in the day we rounded the E. base of Armansfell, and entered the Thingvellir valley. Slept in a tent in the churchyard.

8th day. *Thingvellir* to *Reykjavik*, as in Rte. 2.

Baring Gould, in *Iceland, its Scenes and Sagas* (1863), has graphically described some of the scenery of this Route.

ROUTE 5.

NORTH-EASTERN ICELAND. AKUREYRI. LJÓSAVATN. MÚLI. GOÐAFOSS. HÚSAVIK. UXAHVER. ÁS. ÁSBYRGI. REYKJABLIÐ. DETTIFOSS. MYVATN. HVERFJALL. SKÚTUSTAÐIR. SVARTÁRKOT. ASKJA. AKUREYRI.

(About 3 weeks. Approximately 250 m. Consult Burton, Watts, and W. G. Lock. The route of the latter has been taken in the following description.)

1st day. **Akureyri** (Rte. 4) to **Ljósavatn**, 6 hrs. The range of hills (Vaðlaheiði, 2300 ft.) to the E. of Akureyri are crossed, the *Fnjóská* forded. A made road crosses the Vaðlaheiði nearly to the fording-place of Fnjóská. Luncheon at the parsonage *Háls* (neck); then pass the Ljósavatnsskarð, and the lake soon comes into view. Ljósavatn (the bright lake) is very picturesque, surrounded by steep mountains. It contains plenty of trout, which are said to reach the weight of 8 lbs., and ducks and wild geese may be shot after the 20th July. Accommodation good at a farmhouse which lies to the S.E. of the lake. Remains of old craters and volcanic débris in the neighbourhood.

2nd day. Ljósavatn to *Múli* by way of the *Goðafoss.* A ride over comparatively level moorland leads to a great bridge (erected 1884) which crosses the river *Skjálfandafljot*, a short distance below the **Goðafoss.** The fall is picturesque, but scarcely grand. Half a mile from the Goðafoss there is a second fall, but of only 15 ft.—the Geitafoss; while 5 m. lower the river once more falls in the Ullarfoss. There is good shooting and fishing in the neighbourhood. After leaving the Skjálfandafljot, a chain of hills which have to be crossed, and Muli, to the N. of the *Vestmannsvatn*, is presently reached.

3rd day. Múli to *Laxamyri* or *Húsavik.* The Laxá is forded by Fagrafit. The river is broad and rather deep, but bottom good. Then you go direct to the Uxahver or the Northern Geysir, etc. The path is not bad. The farmer at Laxamyri will always be glad to receive English travellers. To the N. there are curious lava pillars, and cones. Some of the latter have openings at the base as well as above, and are used as sheepfolds. The Laxá is forded between Nes and the farm Laxamýri. W. G. Lock says: "This farm is the richest in all Iceland, and the newly-erected farmhouse is wholly of wood in the Norwegian style. The farmer declines to receive travellers; and it will be as well, perhaps, to mention that Englishmen are not very well received in this district, thanks to a defaulting and bankrupt English sulphur-mining company, whose resi-

dent agent quitted the country without settling the debts he had contracted with the people here." From Laxamýri to Húsavik is an hour's ride. There is a small inn. Both the Danish steamers and those of Messrs. Slimon call at Húsavik several times in the summer. Herra Guðjohnsson is the only merchant; he speaks English well.

4th day. The **Uxahver**, or Northern Geysir, is 3 hrs.' ride from Laxamýri, and may either be visited from that place or from Húsavik. An ox is said to have once fallen into it, and afterwards to have been ejected, hence the name **Ox-spring**. It is a geysir which gushes from a basin about 10 ft. in diameter, as a column of water 6 to 10 ft. in height by 4 ft. in diameter. Only a few minutes elapse between two eruptions. There are many other geysirs in the immediate vicinity, of all sizes, none of which spout to any height. There is a farm at *Reykir*, close to the springs, where the ponies can be left, and coffee can be obtained. Return to Húsavik.

5th day. Laxamyri or Húsavik to *Hringvershvilft*, on the coast, etc., and *Hallbjarnarstaðir* a little further to the N. In the *Hallbjarnarstaðakambur* there are remarkable fossil shells. Return to Húsavik.

6th day. Húsavik to *Ás*. This route leads due E. of Húsavik at starting, and afterwards trends S. Interesting records of volcanic phenomena will be noted, particularly a number of parallel rifts. After resting at *Garðr*, *Ásbyrgi*, a remarkable triangular valley surrounded by precipitous cliffs, will be reached. A small forest of birch flourishes within the enclosure, the home of numerous coveys of grouse. Accommodation at *Ás* farm not good, but people obliging. At a very little lake in the Ásbyrgi there is a wonderful echo. The Ásbyrgi must on no account be omitted from the programme of the traveller who visits those northern parts of the island. A local guide should be taken from As to the Dettifoss and Reykjahlið.

7th day. *Ás* to *Reykjahlið*, by way of the *Hljóðaklettar* (echoing cliffs), and the *Dettifoss*. Start early. The Hljóðaklettar are precipitous cliffs which furnish a fine echo, and there are groups of craters in the vicinity. The scenery along the valley of the Jökulsá—a mighty river draining the N.E. flanks of the Vatna Jökull—is very fine. *Svinadalr* farm for rest and luncheon, on leaving which, two waterfalls, the *Vigabjargsfoss* and the *Hafragilsfoss*, will be passed, and a gorge, through which the Jökulsá passes, and later we arrive at

The **Dettifoss**, the most celebrated of the Icelandic waterfalls, where the Jökulsá throws itself over a mass of columnar basalt, and falls into a chasm 200 ft. in depth. Baring Gould writes: "I have no hesitation in saying that Dettifoss is not only the finest sight in Iceland, but is quite unequalled in Europe: it amply repays the toil of a journey to it in its fastnesses . . . The wreaths of water sweeping down, the frenzy of the confined streams where they meet, shooting into each other from either side at the apex of an angle; the wild rebound when they strike a head of rock, lurching out halfway down; the fitful gleam of battling torrents obtained through a veil of eddying vapour; the geysir spouts which blow up about 70 ft. from holes whence basaltic columns have been shot by the force of the descending water; the blasts of spray which rush upwards and burst into fierce showers on the brink, feeding rills which plunge over the edge as soon as they are born; the white writhing vortex below, with now and then an ice-green wave tearing through the foam, to lash against the walls; the thunder and bellowing of the water, which make the rock shudder under foot, are all stamped on my mind with a vividness which it will take years to efface."

The route from the Dettifoss takes

a S.W. direction, and passes over a group of volcanic hills by the *Námaskarð*, or Solfatara pass. *Mývatn* lake, which is the next in size to Thingvallavatn, soon comes into view, and the final halt is made at the farm at *Reykjahlið*.

There are Reindeer in this district. Mr. W. G. Lock, who on more than one occasion has successfully stalked them, writes: "If the travellers wish to get a shot at one of these animals, they should, if here in the month of August, strike due W. from the *Dettifoss* for a lake near a mountain named *Eilífr* (the eternal). S.W. of this lake is an abandoned ruinous farmhouse, known as the *Hliðarhagi* (Hlid-Reykjahlið = pasture lands), wherein the author has frequently passed a night, as it is right in the heart of the habitat of a herd of reindeer."

8th day. The numerous **Solfatara** around Reykjahlið may be visited. They resemble those at Krisuvik (Rte. 3), and are situated in a plain of hot viscous clay and mud. The **boiling mud-cauldrons** lie on the E. side of the plain. The mud is blue or black, and steam constantly escapes from it, ejecting the spray to a height of several feet. On the S. is the largest crater of the *Mývatn*, the picturesque Hverfjall, district. It is 700 ft. in height, and 1600 above the level of the sea.

Mývatn means Midge Lake, and a more significant name could not have been given it. The traveller who intends to visit Mývatn must not forget his mosquito veil, for the midges are often very annoying.

In no place in Iceland are there so many species of ducks as on the Mývatn Lake. They are seen in hundreds, and breed on the many beautiful little islands in the lake. *Slúttnes*, one of the islands, is particularly fine, and should be visited.

9th day. From Reykjahlið to *Leirhnúkr*, *Krafla*, and the *Hrafntinnuhryggr*. 3 hrs.' ride to *Leirhnúkr*, on the W. side of which some remarkable evidences of former volcanic action will be seen. The volcano erupted in 1725, 1727, 1728, and 1729. There are two large craters on the W. side of *Krafla*. The *Hrafntinnuhryggr* (Obsidian Ridge) is a ridge of volcanic rocks, partly formed of obsidian *Hrafntinna* (raven stone) means obsidian.

10th day. An excursion may be made to the lava flow of 1875 in the **Myvatns Öræfi**, 4 hrs.' ride to the E. of Reykjahlið, returning in the evening. But if the traveller has already visited the lava-streams around Hekla, it is not likely that he will care to see these.

11th day. Reykjahlið to *Skútustaðir*. Good accommodation at the priest's house. Trout fishing and grouse shooting. The route leads through a wild volcanic district.

12th day. Skutustaðir to *Svartárkot* (Black-river-cot)—6 hrs.' ride. *Kráká* to be forded. Grouse plentiful. Accommodation moderate.

13th day. At *Svartárkot* rest ponies, in preparation for a hard day's work on the morrow. If ponies can be hired from the farmer, ride to the *Eldeyjafoss*, a fine waterfall on the *Skjálfandafljot*, S.W. of Svartárkot.

14th day. From Svartárkot to **Askja**. (Consult *Askja: Iceland's largest Volcano*. By Wm. Geo. Lock. 1881.) Mr. Lock recommends sleep all day, and a start at 6 P.M., so as to commence the ascent of the mountain at sunrise, and have all the day for exploration. The journey across the desert *Ódáðahraun*, ascent of Askja, and descent into the crater, occupies 11 hrs., to which 4 hrs. of hard work must be added for crossing the floor of the crater to the site of the eruption of 1875. Einar, the farmer at Svartárkot, must be taken as guide. The charge for himself and two ponies is 20 kr. (1*l.* 2*s.* 6*d.*). Only good ponies should be taken, and sacks of hay must be carried for them,

and plenty of food for the travellers also.

An hour's ride over moorland leads to the *Suðra*, the course of which is followed for 4 m., and soon after quitting the river, the lava desert is entered. It is about 1500 ft. above the sea, and is made up of lavas of all ages. After 6 hrs. of slow and weary transit over the Ódáðahraun, the base of **Askja** is reached. The ascent winds gently upwards until a height of 3500 ft. has been attained; it then becomes steeper, and the rim of the crater is crossed by *Jónsskarð*, a pass usually filled with rotten ice. On attaining the highest point, the vast crater is seen several hundred feet below. The circumference is between 17 and 18 m., the area at least 23 sq. m., and the rim of the crater rises from 800 to 1500 ft. above the floor. The mean height of the volcano approaches 5000 ft. The peaks are snow-clad for 10 months of the year, and there is a glacier to the E. of the pass, 4 m. long by 1 m. wide. The floor of the crater is covered with lava of various ages, with pumice erupted in 1875, and with the waters of a warm lake 5 m. in circumference. It is very rough walking across the lava, and progress cannot be made at a greater rate than 1 m. in an hour. A pumice crater 250 ft. above the floor rises in the S.E. of the main crater. 600 ft. below it, there is a lake formed by subsidence in 1875. S.E. of the lake there is a deep gorge, bounded by precipices 600 ft. in height.

Having left Svartárkot at 6 P.M. and travelled through the night, if all goes well, the traveller will find himself at the foot of the pass about 5 A.M. of the

15*th day.* Suppose that 12 hrs. are given to the exploration of the crater—ending at 5 P.M.—the mountain can be descended before nightfall, and the return journey to Svartárkot will take place through the night. The travellers will arrive at 4 or 5 A.M. of the

16*th day* at Svartárkot Farm, after an absence of about 36 hrs., and will be glad to turn in for a long sleep for most of the day.

It must not be forgotten that violent snowstorms, sandstorms, and fierce winds sometimes prevail on Askja, even in summer; fogs are also prevalent, and the weather must be carefully watched before setting out for the mountain. Einar must particularly be consulted. Prof. Johnstrup's party was snowed up in July 1876 in the crater of Askja, by a snowstorm which lasted 36 hrs. Mr. Lock witnessed a sandstorm within the crater, in which a column of sand about 200 ft. in height was whirled up in the air.

17*th day.* Svartárkot to *Stóruvellir.* A short journey. The Skjálfandafljot is forded near Lundabrekka Church.

18*th day.* Stóruvellir to *Akureyri* by way of *Ljósavatn.* If it is desired to return by *Seyðisfjorðr* (4 days), the route from Svartárkot will be *Svartárkot, Skutustaðir, Reykjalið, Grimstaðir, Möðrudalr, Hofteigr, Seyðisfjorðr.*

ROUTE 6.

THE N.W. PENINSULA.

This is a tour which occupies about a month. It offers no particular attractions to the traveller, and we should not recommend any one to undertake it, unless he has very special reasons for doing so. Consult Shepherd's *North-West Peninsula of Iceland* (1867), and W. G. Lock's *Guide to Iceland* (1882). The general arrangements of the tour as described in these books are as follows:—

1st day. Reykjavik to *Reynivellir* (6 hrs.).

2nd day. Reynivellir to *Hestr.* The bottom of the Hvalfjörðr (whale firth) rounded, the northern shore of the Hvaljörðr skirted for a while, the Ferstiklnháls crossed, then Svínadalr and Shorradalr with its beautiful lake. Luncheon in the Svínadalr. Good accommodation at the parsonage of Hestr.

3rd day. Hestr by Reykholt to *Stafholt.* Many rivers forded; good fishing in some of them. Numerous hot springs in the Reykjadalur (steam dale). Most remarkable is the *Árhver* (river hot spring). It is situated on a mound in the river, of about 12 ft. in height. Luncheon at Reykholt. An interesting place, both historically and otherwise. Snórri Sturluson, the author of the prose Edda, lived here, and his bath, a circular structure of masonry, 15 ft. in diameter, is still shown. There are numerous hot springs at Reykholt, as the name implies, and geysirs of all sizes and degrees of activity. The Hvitá has to be forded. There is good fishing in the vicinity. Good quarters at the Stafholt parsonage.

4th day. Stafholt to *Staðarhraun.* Three rivers will have to be forded. Bad bogs exist in this part of Iceland, and the discomforts of travelling are sometimes great.

5th day. Staðarhraun to *Miklaholt.* Three rivers to be forded. *Eldborg* passed on the left. This volcano is said to have been in eruption about the time when Iceland was first colonised at the end of the 9th century. Campbell says the crater is about 400 yards in diameter, and 200 ft. deep.

6th day. Miklaholt to *Buðir*, by the shore of the Faxafjorðr, stopping for rest and luncheon at *Staðastaðr.*

7th day. Búðir to *Ingjaldshóll*, perhaps the best place for the ascent of the *Snæfells Jökull.* Basaltic caves of Stapi, should be visited. Sir John Stanley says of the caves near Stapi: "We rowed into the caves, one of which is as grand, and much more curious, than Fingal's Cave, from the twisting of the columns, and a hole in the roof, through which you can see the mountains above it—a conical outrigger of the great Jökull."—John Barron: '*A Visit to Iceland.*'

The Snæfells Jökull was ascended for the first time in the year 1753 by two Icelanders, Eggert Olavsen and Bjarni Povelsen, who have given account of their ascent in their 'Reise giennem Island,' vol. i. pp. 278–288. They made the ascent from Ingjaldshóll on the N. side, passed the old crater Skál (basin), climbed the Geldingafell, and from there they began the ascent of the Jökull itself. They succeeded in reaching the top, which consists of 3 peaks; these are all of the same height, viz., about 320 ft., and very steep. They climbed to the very summit of the E. peak, which they describe as being flat above, between 16 to 18 ft. in diameter. Though it was sunshine, they could scarcely bear the cold at 9 A.M. The Jökull was steepest on the S., and there were innumerable rifts in the ice; on the N. side one large rift stretching over one-third of the mountain and very deep; on the W. side they saw no rifts. The view was magnificent all over the country. They reached the farm again at mid-day, having left it at 1 o'clock in the night, thus performing the whole ascent and descent in 11 hrs.

The next travellers who attempted this Jökull, July 14th, 1789, were Mr., afterward Sir, John Stanley and Mr. Wright, who has given a most interesting account of their perilous ascent, published for the first time in John Barron's '*A Visit to Iceland,*' in the summer of 1834. They began the ascent from the S. Since that time many have made vain efforts to ascend it.

8th day. Ingjaldshóll to *Grundarfjörðr.* The precipitous headland Enni (Forehead) is passed by the beach at

low water, and *Ólafsvik*, a trading village, traversed, then a second headland called Búlandshöfði. The route across this headland has been described as very dangerous, but the dangers have been greatly exaggerated, though the traveller must proceed cautiously. The path leads along the side of the headland across steep mountain slides; the roar of the breakers below can be heard. The path is very narrow, some 350 ft. above the sea. Those who are apt to get giddy should not pass here. Before reaching *Grundarfjöðr* notice the two curiously-shaped headlands, one called by sailors *Líkkista* (the coffin), the other *Sykurtoppr* (sugar loaf).

9th day. Grundarfjörðr to *Stykkishólmr* by Helgafell. Lock says, "The Holy-fell is situated on a peninsula jutting northward into the Breiðifjörð, which is connected with the mainland by a narrow isthmus between two miniature fjords. In the old heathen days the hill was sacred to the god Thor; and no one was allowed even to gaze on the holy height without first having subjected himself to bodily ablution. The hill itself is curious, being formed of irregular columnar basalt, and from its summit a fair view over the Broadfjord and its countless volcanic isles is obtainable. This famous fell was chosen as a site for one of the earliest Christian churches erected in Iceland. In the Eyrbyggia Saga is a lengthy acccount of the intrigues of Snorri Goði, a priest of Thor, who officiated here."

10th day. Rest at Stykkishólmr.

11th day. Stykkishólmr to *Breiðabólstaðr.*

12th day. Breiðabólstaðr to *Hjarðarholt.*

[Helgafell to **Stykkishólmr.** The latter is a port at which the Danish steamers call. Several merchants consequently reside here; among them Herr Clausen, who speaks English well, and will give to the traveller any information in his power. An excursion should be made to one or more of the volcanic islands off the coast. Take care before starting that the boat does not leak. The Icelandic boats commonly require at least one man to bale them out continuously. At *Thorsnes*, about 3 m. N.E. of Helgafell, there is an ancient Doom-ring, and sacrificial stone.]

13th day. Hjarðarholt to *Ólafsdalr.* Halt for luncheon in Svínadalr, near one of the streams running through it; road not bad. The Ólafsdalr is an agricultural school. The farmer and principal of the school is a cultivated man and speaks English well. Large wooden house in Norwegian style. Accommodation capital.

14th day. Ólafsdalr to *Bær*, in Króksfjord, where the doctor of the district lives. Accommodation good. Another Gullfoss will be seen by the way, near Kleifar. The waterfall is fine; some 150 ft. in height. Road not good. Halt for luncheon near the parsonage of Garpsdalr. If you find this journey too short, you can easily push on to *Kollabúðir.* Accommodation poor; people obliging.

15th day. Bœr (or Kollabúðir) to *Kirkjuból.* From this point an ascent of the *Glámu Jökull* (2954) may be attempted. [Two or three days will be required for this.]

16th day. Kirkjuból to *Ármúli.* Short journey. Good quarters. A guide may be procured for the Drangajökull (2918 ft.).

17th day. Ascent of the *Drangajökull* Fully described by Shepherd.

18th day. Ármúli to *Ísafjörðr* by a boat (8 hrs.). This is a port at which the Danish steamers call. There is a small inn and many stores. This village has the largest population, next to Reykjavik, of any place in Iceland, but does not exceed 900.

19th day. The traveller can now either return to Reykjavik direct in 8 or 9 days; or he may possibly find a Scotch or Danish steamer at the port bound for Reykjavik, or even for Leith.

There is very little chance of find-

ing a steamer at Borðeyri, as the steamers do not call there as often as they did formerly, nor is it advisable to go to Akureyri, as the steamers, when they call there, make so short a stay, that there is considerable risk of losing them. Moreover, the journey from Isafjordr to Akureyri takes as long a time as to Reykjavik, whence steamers frequently ply direct to Scotland or England.

20th day. An excursion by boat should be made to Os, where there are deposits of lignite (*Surtarbrandr*). It is mixed with shale, and contains the remains of large trees. Above are great masses of basalt and other volcanic rock.

OTHER ROUTES.

Other Routes than those mentioned are rarely followed. If they are attempted, the work becomes almost akin to exploration. The interior of Iceland is not much known.

Starting for Sprengisandr from Reykjahlið you round the Mývatn, ford the *Laxá* at Geirastaðir, take luncheon at *Gaullónd*, and halt for the night at Lundabrekka. Good quarters. Next day Lundabrekka, across Skjalfandafljót to Ískóll, a poor farm, where a guide must be procured for the Sprengisandr.

From Haukadalr is a route between Langjökull and Hopjökull, leading to Skagafjörðr, called Kjalvegr (the route is marked on the large map, but the name is not given); out of this route, N.E. of Hveravellir, lies another route known as the Vatnahjallavegr. This route is very seldom used.

1. The **Sprengisandr** was crossed in 1876 and again in 1881, once from N.E. to S.W., once in the reverse direction. Starting from Húsavik, Mr. C. Le Neve Foster halted the first night at *Stóruvellir;* the second at *Isholl*, on the edge of the desert; the third, Ískóll to *Kiðagil* (Kid's glen or rift), the last oasis before the Sprengisandr. The rift is very fine. High perpendicular basaltic rocks on each side, of wonderfully regular formation, with a brook running through it and forming a beautiful cascade. The fourth, near Arnarfells Jökull; the fifth, at *Hagi*, near Hruni, when to Reykjavik was 2 days' rapid riding. (This Route is shown by a red line on the map.)

2. The **S. coast** may be traversed if the rivers are not too much flooded. The route as far as *Stóruvellir* by way of Thingvellir, Haukadalr, and Hekla is described in Rte. 2, thence proceed by way of *Breiðabólstaðir*, *Hliðarendi*, to *Asar*. At the latter place an attempt should be made to visit the remarkable volcano *Katla*, concerning which we have very scant information, although it has frequently been in a state of fearful eruption. From Ásar to *Kálfafell* is the next journey, and from Kálfafell to *Núpstaðr*, whence Mr. Watts started for his famous journey across the Vatna Jökull. Thence by *Snæfell*, reaching the base of the great *Öræfa Jökull*, the highest mountain in the island. This mountain (6400 ft.) was ascended on 17th Aug., 1891, by Mr. F. W. W. Howell, F.R.G.S. He started from Sandfell at 4 A.M. with 3 Icelandic "followers" and an English friend, who returned during the morning with one of the Icelanders. The others, Páll Jónsson and Thorlakur Thorlaksson of Svínafell, can now act as guides. At 7 A.M. they were 3000 ft. above sea level; at 10 o'clock upon the snow-fields; at 12 o'clock, 5000 ft.; at 1 P.M. only 5200 ft., on account of a rift; at 4 o'clock, upon the Southern peak, to which, through a misunderstanding, he had been directed, a détour which cost 4 hours; at 7½ they reached the summit. The expedition occupied 21½ hrs. in all; 18 hrs. will in future be found ample. A coast line by *Hof*, *Fell*, *Holtar*, and *Stafafell* will lead to *Berufjord;* at which port the Danish steamers do not call; or the route must be continued further N. to Eskifjorð, and Seydis

fjorðr. (This Route is nearly all traced by a dotted red line on the map.)

3. Mr. W. L. Watts, in 1875, succeeded in crossing the vast tract of unexplored country, some 3000 square miles in extent, known as the **Vatna Jökull** (*vide* map). Starting from Nupstaðr, he made his way across the Jökull to Kistufell, thence by *Askja*, and *Herðubreið*, to *Reykjahlið*, and so to Húsavik. An account of his very interesting adventures will be found in *Across the Vatna Jökull.* (Longmans, 1876.)

4. Another Route from Reykjavik to Akureyri across the Sprengisandr is known as the **Vatnahjallavegr Route.** It occupies 7 days; and the traveller proceeds to Haukadalr, as in Rte. 2. Thence to the N.E. base of *Bláfell* (camp); a point due E. of *Hveravellir* (camp); and the third resting-place (*Eyjafjarðardalr*) is only 6 or 7 hrs. distant from Akureyri. (*Vide* the red dotted line on the map.)

There is still a good deal of unexplored country in Iceland, deserts and jökulls to be crossed, and virgin peaks to be ascended. There is no country so near home in which exploration can be so easily attempted, and we recommend it to Alpine Club men, and to the young and enterprising generally. If exploration is really desired, let the traveller be careful to read the *Hints to Travellers* published by the Geographical Society, and to provide himself with a good pocket aneroid in a case, and a compass, thermometers, good maps, and very special appliances for resisting wintry nights passed upon elevated jökulls, or in the midst of lava deserts, which Messrs. Silver, of 67 Cornhill, will be the most likely to supply. A "Garnet Wolseley" sleeping bag is indispensable.

INDEX AND DIRECTORY, 1899.

R. = Room.
A. = Attendance.
L. = Candle.
B. = Breakfast.
D. = Dinner.
The first number after the name indicates the page on which the place is described.

A.

AABENRAA. *See* APENRADE.

AABY, **25, 40.**

AABYBRO, **40.**

AAGAARD, **41.**

AAKIRKEBY, 92, 91.
H. Petersen, small, R. 1½ kr., D. 1½ kr. Omn. in 1½ hr. to (10 m.) Nexö, 1¼ kr.; to Rönne, the same. Carriage to Nexö 4 or 6 kr.; to Almindingen, 3 or 4 kr.

AALBÆK, 25.
Village Inn.

AALBORG, 23, 39, 40.
**H. Phœnix*, R., L., A., 1¾ to 3¼ kr., B. 75 ö., D. 2¼ kr., cold supper 1½ kr. Omn. 35 ö. Dil. to Sæby in 7 hrs., 4 kr.; to Lindenborg in 2¼ hrs., 1 kr. Steamer to Copenhagen in 12 hrs., 10 kr.

AALHOLM, **89, 90.**

AALSGAARD, 81.
Hotel tolerable and moderate.

AALSÖ, **35.**

AALUM CHURCH, **22.**

AARHUS, 20, 22, 31, 32, 33, 65, 85, [4].
Here are two stations, the Hovedbanegaard, S. of the town, and the Östbanegaard, on the N.E., for Grenaa and Ryomgaard. Omn. from Stat. to. Stat. 35 ö.

Hotels: *Royal*, near the Cathedral, R., L., A., 1¾ to 3½ kr., B. 75 ö., D. 2 kr., cold supper at 7, 1¼ kr. *Skandinavien. Central*, near the principal Stat.

Café (and Confectioner): *Rozzi*, near the Cathedral.

AARSLEV, **46.**

AARUP, 43.
Very small Inn. Dil. N. in 2½ hrs. to (14 m.) Bogense, 1 kr. 80 ö.

AAS, **32.**

AASTRUP, **84.**

ABERDEEN, **113.**

ABORREBJERGET, **87.**

ABRAHAMSTRUP, **82.**

ÆBELÖ, **45.**

ÆRÖ, ISLAND, **17, 47.**

ÆRÖSKJÖBING, 47.
H. Harmonien, small but tolerable. Omn. to Marstal, 65 ö. Steamer to Svendborg in 1¾ hr., 2 kr.

AGGER, 39, 63.
Country Inn.

Agger, canal, **39.**

AGGERSBORG, **40.**

AGGERSÖ, ISLAND, **88.**

AGGERSUND, 40, 41.
Inn at each side of the Ferry.

AIGHOLM, **35.**

AKRANES, **120.**

AKREY, **114.**

AKUREYRI, **122, 97, 123, 124, 127, 130, 131.**

ALHEDE, **36.**

ALKEN, **31.**

ALLERUP BAKKER, **23.**

ALLINGAABRO, 34.
Inn.

ALLINGE, 91, 92, 93.
H. Marcher, unpretending. Carriages from Munck and Nyholm. To Sandvig, 2 or 3 kr.; to Helligdom, 5 or 8 kr.; for a three days' excursion, 5 or 10 kr. a day, with 1 kr. a day to the coachman. Dil. to Rönne, 2 kr.

ALL-MEN'S-RIFT, **115.**

ALMANNAGJA, **115.**

ALMINDINGEN WOOD, **91, 92, 94.**

ALS, **17, 30, [15].**

ALSER SUNDE, **30.**

ALSSUND, **17, 30.**

Alster, R., **3.**

ALTONA, 4, 3, 5.
Hotels: *Königlicher Hof*, opposite the Stat.; *Bahnhofs-Hotel*, close by; *Holsteinisches Haus;* all tolerably good and reasonable.

Restaurants: *Plassenburg; Fischborn.*

Warm Baths in the Burger Strasse.

Cabs: The course, 75 pf. To Hamburg, 1 mark 80 pf.

Post and Telegraph Office: 5 Behn Strasse.

Steamer to Hamburg, frequently. Also down the river to Blankenese.

Theatre: *Stadt Theater*, 164 König Strasse.

ALTRUP, **23.**

AMAGER, ISLAND, **9, 11, 55, 57, 74.**

AMALIEBORG, THE, **71, 55.**

AMRUM, **28.**

AMTMANDSSTEN, **93.**

ANGELN, **29.**

ANHOLT, ISLAND, **65.**

APENRADE, 17.
H. de Vos. Steamer thrice daily to Sonderburg in 3 hrs. (3 marks).

ARNBORG, 32.
Tolerable roadside Inn.
Arhver, Spring, 128.
ARMANNSFELL, 115, 124.
ARMÚLI, 129.
ARNAFJORD, 96.
ARNARVATNSHEIÐI, 110, 123.
ARNARFELLS JÖKULL, 130.
ARNIS, 15, 16.
ARRESKOV, 46.
Arre Sö, Lake, 83.
ARUKIEL, 30.
ÁS, 125.
ÁSAR, 130.
ÁSBYRGI, 125.
ASCHEBERG, 6.
ASKJA, 126, 122, 127, 130.
ASMINDERÖD, 79.

ASSENS, 43.
H. Phönix, R., L., A., 2 kr. 35 ö., B. 50 ö., D. 2 kr. Dil. in 2½ hrs. to Aarup. Steamer on Sat. in 3 hrs. to Faaborg; daily except Tues. and Thurs. in 2½ hrs. to Haderslev.
ASSERBÖ, CASTLE, 84.
ASSERBÖ OVERDREV, THE, 83.
AUÐKULA, 123.
AUDOLFSSTAÐIR, 123.
AUGSBURG, 65.

AUGUSTENBURG, 31.
Curhaus H., pension from 6 marks; *Franck's Hotel*. Lodgings easily obtained. Steamer thrice daily in an hour to Sonderburg.

AUNING, 34.
Village Inn.
AUNSBJÆRG, 35.
AUSSENALSTER, 3.

B.

BAALHÖI, 25.
BAARING SKOV, 43.
BADSTUE, THE, 78.
BÆGISÁ, 122.
BÆR, 129.

BÆKKELUND, 36.
Hotel, with good Restaurant and Baths.
BALLENS HAVN, 85.

BALLERUP, 82.
Inn. Omn. to Jonstrup, 25 ö.

BANDHOLM, 90, [4].
Good little Inn. Steamer to Fejö and Femö, 2¾ kr. there and back.
BANGSBO SKOV, 24.
BARRIT, 20.
BARRITSKOV, 20.
BASNÆS, 88.

BEDSTED, 39.
Small Inn. Dil. to Vestervig, 1 kr.
BEISTRUP, 40.
BELLEVUE, 76.
Belt, Great, 17, 42, 45, 48, [4].
Belt, Little, 5, 17, 18, 42, 43, 45, 46, [4].
BENZON, 35.
BERUFJORD, 130.
BERNSTORFF, 75, 77.
BESSASTAÐIR, 114.
BINNENALSTER, THE, 3.
Birk, Lake, 31.
BIRKEBÆK, 32.
BIRKELSE, 40.
BIRKENDE, 44.

BIRKEROD, 76, 77, 82.
Inn, tolerable.
BISTRUP, 53.
BJARNARFELL, 116.
BJERGET, 40.
BJERGETS KRO, 41.
BJERNEDE, 49.

BJERREGAARD, 37.
Inn.
BJERREGRAV CHURCH, 22.

BJERRINGBRO, 35.
Small Inn.
BJÖRNS KNUDE, 45.
BLAABJERG, 38.
BLAAKILDE, 23.

BLAAVANDS HUK, 38, [8].
Good little Inn; pension, 2½ kr.
BLÁFELL, 131.
Blanda, R., 109, 123.

BLANKENESE, 4.
Sagebiel's Restaurant, 1½ m. from the Stat.
BLESI, THE, 117.

BLOKHUS, 24, 25.
H. Nordsöen; Pension Klitgaard, June to Oct., 3½ kr. a day.
BLYKOBBE PLANTAGE, THE, 91.

BOGENSE, 45, 44.
H. Andersen. Dil. to Aarup, 1 kr. 80 ö. Steamer on Tues. at 7.30 A.M. in 2½ hrs. to Veile (3 kr.); on Wed. at 6 P.M. in 12 hrs. to Copenhagen (5 kr.). Small boat to the Island of Æbelö.
BOGÖ, ISLAND, 86, 89.
BÖLHÖI, 25.
BOLLER, 20.

BONNET, 37.
Small Inn.
BORDESHOLM, 6.
BORÐEYRI, 130.
BORDRUP KLILPLANTAGE, THE, 38.
BÖRGLUM, 39.
BÖRGLUM KLOSTER, 25.

BORNHOLM, 89-94, 49, [7].
STEAMERS FROM COPENHAGEN (hours frequently changed). To Rönne daily at 7 P.M. in 9 hrs., or by Ystad (in Sweden), daily, except Thurs., in 11 hrs. Fare 8½ kr., or 6½ kr. each for a family party. Return (6 weeks) 13 kr. To Nexö in 15 hrs., thrice a week in summer, touching at (9 hrs.) Hasle, (10½ hrs.) Allinge, (11½ hrs.) Gudhjem, and (13 hrs.) Svanike; same charges.
BORRE, 86.
BORREBY, 88.
Borup Sö, 31, 32.

BORUP, 22, 50.
Small Inn.
Borup Sö, 50.
BOSERUP, 53.

BOVBJÆRG, 37.
Small Inn. R. 1 kr., D. 1 kr., cold supper, 1 kr.

BRABAND, 21.
Inn.

BRÆÐRATUNGA FARM, 117.

BRAHETROLLEBORG, 46.

BRAMMINGE, 5, 28, 38.
Small Inn.

BRAMNÆS VIG, 84.

BRATSKOV, 40, 41.

Bras Sö, 31.

BRED, 43.

BREDEBRO, 27.

BREGENTVED, 85.

BREGNINGE, 17, 46, 47.
Small country Inn, on the high road, ½ m. W. of the Church.

BREIÐABÓLSTAÐR, 129, 130.

BREIÐIFJORÐ, 129.

BRENNISTEINSFJOLL, 120.

BRESTEN, 19.

BROAGER CHURCH, 17.

BROAGERLAND, 17.

BROCKDORFF, 45.

BROHOLM, 46.

BRÖNDERSLEV, 24.
Small Inn. Dil. in 2 hrs. to Saltum daily at 8.30 (1 kr.).

BROVST, 40.

Brúará, R., 116.

BRUNNAR, 124.

BÜCHEN, 7.

BUÐIR, 123.

BÚLANDSHÖFÐI, 129.

BULBJERG, 40, 41.

BURG, 9.

BÚRFELL, 110.

BUSTORF, 15.

BUSUM, 27.

BYGHOLM, 20, 41.

BYRUM, 24.
Small Inn.

C.

CAROLINE AMALIE LUND, 47.

CAROLINE AMALIES HÖI, 31.

CHARLOTTENBORG PALACE, 57, 55, 33, 74.

CHARLOTTENLUND, 74, 75.

CHRISTIANSAND, 25.

CHRISTIANSBORG PALACE, 58, 57, 59, 61.

CHRISTIANSHAVN, 55, 57, 59.

Christiansö, Lake, 93.

CHRISTIANSSÆDE, 90.

CHRISTIANSFELD, 18.

CHRISTIANSMINDE, 47.
Bathing Establishment, with rooms and pension, 4 to 5 kr. D. at one o'clock, 2 kr.; at seven, 4 kr.

CLASONSBORG, 32.

Clothes, [6].

COPENHAGEN, 53-74, 1, 2, 10, 11, 33, 40, 42, 45, 48, 75, 76, 77, 82, 87, 89, 96, [3], [4], [5], [9], [12], [13], [17].

Hotels: **Angleterre* (E. 4) well-situated on the W. side of the Kongens Nytorv; large, comfortable, and well-managed. R. from 3 kr., L. 70 ö., A. 50 ö. Meals paid for separately in the Restaurant; B. 1 kr., Luncheon from 12 to 3, 2½ kr. Table d'hôte at 4.30, 3 kr. The same dinner is served apart from 4.30 to 8, at 4 kr. Vin Ordinaire, 2 kr. a bottle. Smoking is not allowed in the Restaurant until 8 P.M. Reading-room with English papers. Lift. Baths and shower-bath. **Kongen af Danmark* (a. E. 5), similar charges for B., D., L. and A. R. from 2 kr. Lift. **Dagmar* (b. D. 5), in a quiet situation near the Stat., with a good Restaurant. R., L., A., from 2½ kr., B. 1 kr., D. at 4, 3 kr. **Phœnix* (c. F. 4), in the Bredgade, R., A. from 2 kr., L. 70 ö., B. 1 kr., D. from 2 to 8, 3 kr. *National* (d. D. 5), R. from 2 kr.; B. 85 ö., D. until 7 o'clock, 3 kr. Electric light in all.

SECOND CLASS: *Central*, near the Stat. (e. D. 5), *Jernbane* (f. D. 5) and *Bellevue* (g. D. 5), close by. *Grand Hôtel* (h. E. 5), near the harbour. All well-spoken-of, with moderate charges.

Restaurants: *Anglais*, 22 Oestergade; *Wittmack*, 17 Holmens Kanal, near the H. Kongen af Danmark; *Wivel*, at the Tivoli (D. 5).

Cafés: *Stefan à Porta*, 17 Kongens Nytorv; *Valdemar Brönnum*, 1 Tordenshjoldsgade; *Schucani*, 18 Kjöbmagergade; *Kongelig Dansk Yacht Klub*, on the Lange Linie.

Confectioners: *Richardt*, Hovedvagtsgade; *Otto*, Vimmelskaftet; *Andersen*, 27 Amagertorv (E. 5), for strawberries and cream.

Wine-Cellars: *Hviid*, 19 Kongens Nytorv; *Bauer*, 19 Tordenskjoldsgade (Hungarian); *Bodega Co.*, 4 Amagertorv (port and sherry).

Cherry Cordial (excellent): *Been*, 31 Bredgade; *Mönster*, 23 Kongens Nytorv; 2½ kr. a bottle; 28 kr. the dozen.

Cabs: from the Stat., or for a drive in the town, 70 ö.; luggage, 15 ö.; hand-bags free. Beyond the town limits, 30 ö. extra. By the hour (timevis), 1½ kr.; each ¼ hr. more, 40 kr. Beyond the town limits, 2 kr. From midnight to 6 A.M., double fares.

Omnibus from the Kongens Nytorv through the Oestergade and its continuations to the Tivoli; tramway thence to Frederiksberg.

Tramway from the Kongens Nytorv (E. 4) N. to the Trianglen (E. 2); Steam tramway thence to Klampenborg. From the same centre N. to the Stat. at Nörrebro, on the Rly. to Helsingör (Rte. 22); and S. past the Palace of Christiansborg to the Tivoli Gardens, and thence W. to the Palace of Frederiksberg (A. 6). From the Halmtorv (D. 5) N. to the Triangel, and W. to Frederiksberg. From the Tivoli Gardens E. to Christianshavn, W. to Frederiksberg. From St. Annæ Plads N.W. over the Fredens Bro (D. 3) to the suburbs.

Carriage for the day, 16 kr., at any of the best hotels.

Horses: *Lörup*, 21 Stockholmsgade; see Riding School (p. 59). 3 kr. the first hour, 2 kr. afterwards. *Christiansborg Slots Riding School*, 13, Töihusgade.

Steamers: From Havnegade opposite the Navigation School. To London, Hull, Newcastle and Leith, weekly. To Reykjavik, viâ Thorshavn, about once a month, from March to October (see Iceland), in 10 to 21 days. Fare, 1st class, 90 kr.; return 160 kr. To Christiania, in summer, four times a week, 28 kr.; return 42 kr. To St. Petersburg weekly; to Stettin weekly; to Stralsund viâ Malmö three times a week; to Lübeck or Kiel. To Helsingborg, Helsingör, Malmö, and Klampenborg, daily. For detailed information, and times of departure, which are constantly changing, consult the *Reiseliste*, or official time table, published fortnightly (20 ö.).

Ferry-boats (5 ö.) cross the Canal at the Custom House; at the end of Nyhavn; at the end of Niels Juelsgade; and at several other points where there is no bridge.

Rowing-boats: *Henriksen*, 18 Frederiksholms Canal; *Fischer*, near the E. end of the Langebro; *Poulsen*, 25 Overgaden (W. side of the Canal).

Public Libraries: *Royal*, daily 10 to 3. *University*, 11 to 3. *Academy of Arts*, daily from 1st Oct. to 31st May, 4 to 6; on Mon. and Thurs. also from 12 to 2. *Athenæum*, 18, Ved Stranden, 9 A.M. to 11 P.M.; free to strangers for a week; month's subscription, 3 kr.

Sea-Bathing at Charlottenlund and Klampenborg (Rte. 21).

Roman Baths: *Tordenskjoldsgade*, near Kongens Nytorv, 1 kr. 80 ö. *Rysensten*, near Langebro, Russian bath, 1 kr. 35 ö. Ordinary baths at 19 Blaagaardsgade, Nörrebro; 36 Vesterbrogade; and 162 Kongevei Frederiksberg.

Post Office: 33, Kjöbmagergade; open 8 A.M. to 9 P.M.; Sun. 8–9, 12–2, 5–7; postage in the town, 4 ö., inland, 8 ö., to England, 20 ö. Branch offices at the Rly. Stat., 40 Amaliegade, 24 Peder Skramsgade, 21 Römersgade, 15 Nörrebrogade, and 60 Österbrogade. In Frederiksberg, 115 Gammelkongevej, and at the Rly. Stat. In Christianshavn, 12 Brogade.

Telegraph Stations (20 words inland, 25 ö., England, 4 kr.) at the General Post Office (open day and night); the Exchange (weekdays, 9 to 4); railway-stations (7 A.M. to 9 P.M.); 32 St. Annæ Plads, 43 Vesterbrogade, 115 Gammel Kongevej, and the Custom House (same hours).

Police Stations distinguishable by a green lantern outside.

Bankers: *National Bank* at Holmen's Canal, *Privat Bank* in the Exchange, both open 10 to 3; *Smidt and Le Maire*, 25 Bredgade.

Money Changers: *M. Cohen & Co.*, 1 Kjöbmagergade; *Theodor Green*, 3 Kongens Nytorv.

British Embassy: 26 Bredgade, opposite Hotel Phœnix (D. 6). **Consulate**: 28 Holbersgade, open from 9 to 1.

U. S. A. Legation: 68 Store Kongensgade. **Consulate**: 26 Holbergsgade.

English Church of *St. Alban*, Grönigen Esplanade, Sun. at 11 and 4. *Roman Catholic Chapel* in Bredgade. *Greek Catholic Chapel* in Bredgade. *Synagogue* in Crystalgade near the Round Tower.

The best **Shops** are in Östergade and Kjöbmagergade. Danish specialities at the *Royal Porcelain Manufactory*, near the Round Tower, biscuit-china statuettes, &c., after Thorvaldsen. *Bing and Groendhal*, 8 Amagertorv; *Budtz Müller & Co.*, 21 Bredgade, photographs of Thorvaldsen's works, &c.; *P. Hertz*, corner of Kjöbmagergade and Kronprindsensgade, jewellery from antique Scandinavian patterns; *C. A. Trolle*, corner of Östergade and Pilestraede, furrier.

Terra-cotta: *Ipsen*, 33 Bredgade.

Danish Gloves: *Larsen*, 7 Kjöbmagergade.

Books and Maps: *J. Holm*, *Ursin's* successor, 8 Kjöbmagergade; *Höst*, 49 Gothersgade.

General Enquiry Office: *Adam's Express*, Östergade.

Theatres (closed in June, July, and Aug.): *Royal* or *National*, in the Kongens Nytorv, 1600 places. Prices are doubled for places taken on the day before (3 to 4 P.M.); increased by about 50 per cent. on the day of performance from 10 to 11.30; and ordinary after 12. Ordinary charges: 1st stalls, 3½ kr.; 2nd, 2¾ kr.; pit, 2 kr.; dress circle, 3 to 1½ kr., according to floor; gallery, 2 kr. to 75 ö. *Folk's Theatre*, 39 Nörregade (Comedies and Operettas), 1300 places; stalls, 2½ kr.; dress circle, 1½ kr.; pit, 1 kr.; gallery, 75 ö. *Dagmar Theatre*, near the Stat., 1400 places. *Casino*, 10 Amaliegade, 1400 places.

Concerts during winter at the Assembly Rooms, 28 Bredgade. Music chiefly classical. Single tickets, usually 3 kr. Good music every evening at the *Tivoli* (50 ö.); best on Wed. and Sat.

Circus near the Rly. Stat., 3140 places; performances generally from 7.30 till 11 P.M.; best places, 3 kr. *Nationals Varieté* in the Vesterbrogade, 1000 places, from 8 to 12; best places, 1 kr.

CUXHAVEN, 3.

Hotels: *Belvedere; Bellevue.*

Steamer to Hamburg several times a week.

D.

DAGEBÜLL, 27. 28.
DAGERORT, 9.

DALMOSE, 88.
Small Inn.

DAMESTEN, 45, 46.
DANEVIRKE, THE, 14, 27, 64, [10], [13].
DANSTRUPHEYN, 81.

DENMARK. Area, [7]; Army and Navy, [18]; Books on, [18]; Climate, [9]; Church, [16]; Constitution, [16]; Dominions, [6]; Education, [16]; Geology, [7]; History, [9]; Manufactures, [17]; Population, [7]; Statistics, [16]; Trade, [17],
DETTIFOSS, THE, 125, 109, 126.
DITMARSCHEN, 26.
DOLLERUP BAKKER, THE, 36.
DOVER CHURCH, 31.
DRAGERUP SKOV, 84.
DRAGSHOLM SLOT, 83, 84, 85.
DRANGA JÖKULL, 129.
DRÁNGATINDR, 123.
DRESLETTE CHURCH, 43.
DROGDEN, THE, 9, 10.
DRONNINGAARD, 77.
DRONNINGESTOL HILL, 87.
DRONNINGLUND STORSKOV, 23.
DUBORG CASTLE, 16.

DUSTERNBROOK, 6.
H. Folker; H. Bellevue; both good. Pension from 7 marks a day.
DYBBÖL, 17, 30, [15].
DYBBÖLBJERG, 30.
Dyndal, valley, 93.
DYNBALEGAARD, 93.
DYRAFJORD, 96.
DYREHAVE, THE, 77.
DYREHAVSBAKKEN, 75.
DYRHOLAEY, 109.

E.

EBBERUP, 43.
Small Inn.

EBELTOFT, 33, 35.
H. Prins Karl. Dil. to Lögten, 2 kr. 70 ö.; to Trustrup, 1 kr. 80 ö. Steamer on Wed. at 6 P.M. to Copenhagen in 12 hrs. (8 kr.); to Horsens every Tues. at 6 A.M. in 5 hrs. (4 kr.).

ECKERNFÖRDE, 16, 17, 7.
H. Götze.
EGESKOV, 46.
EGHOLM, 40.
EIBY, 43.
Eider, canal, 6, 13.
Eider, R., 13, 15, 27, 69.
Eider, valley, 6.
EIDERSTEDT, 27.
Eilifr, Mt., 126.
EISING, 37.
EJER BAVENHÖI, 26.
Elbe, R., [9], 3.
ELBHÖHE, 3.
ELDBORG, 128.
ELDEY, ISLAND, 114.
ELDEYJAR ISLANDS, 121.
ELDEYJAFOSS, 126.

ELLERBEK, 7.
Restaurant *Johannisberg.*
Elliðaár, R., 110.

ELMSHORN, 5, 26.
Bahnhof's H.
ENGELSHOLM, 19.
Engelsholm, Lake, 19.
ENGESTOFTE, 90.
ENGEY, 114.
ENNI HEADLAND, 128.
ENRUM, 75.

EREMITAGE, 75.
Restaurant.

ESBJÆRG, 5, 2, 32, 38.
H. Spangsberg, at the harbour; R. 1½ to 2 kr.; D. at one o'clock, 2 kr. Omn. to the Stat., 35 ö. Omn. from the Harbour to the Stat. (¾ m.), 50 ö. Esbjærg to Nordby: Steamer six times a day; fare, 80 ö. and 50 ö.; return 1 kr. 26 ö. and 75 ö. Esbjærg to London: fare, 33 kr. 75 ö. and 32 kr 20 ö (see *Harwich*). Copenhagen to London: fare, 56 kr. 50 ö. and 48 kr. 40 ö. These details are subject to change.
Esja Mts., 115.
ESKIFJORÐR, 96, 130.

ESROM, 76, 79, 81.
Inn with good Restaurant, luncheon 1½ kr. Carriages for excursions. Dil. to Fredensborg, 90 ö.
Esrom Sö, 76, 79, 81.
ESSENBÆK, 22, 34.
EWALDHÖI, 75.
Eyder, R., [10].
EYJAFJARÐARDALR, 131.
EYJAFJALLAJÖKULL, 108.
EYJAFJORDR, 96, 122.
EYRARBAKKI, 119, 117, 118.
EYRIK'S JÖKULL, 123.

F.

FAABORG, 46.
H. Rasmussen, good and reasonable. Carriage to Holstenhus and Brahetrolleborg, 5 kr.; two horses, 9 kr. To Hvedholm and Horne, 4 kr.; two horses, 6 kr. Dil. in 4 hrs. to Assens (2 kr. 85 ö.); in 3½ hrs. to Svendborg (1½ kr.).
FAAREVEILE, 84.
Faarup, Lake, 19.
FÆGGEKLIT, 36.
FÆGGESUND, 41.

FÆNÖ, 43.
Good Restaurant at the landing-place.
FAGRAFIT, 124.

FAKKEGRAV, 20.
Restaurant. Steamer to Veile four times every Thurs.
FALSTER, 10. 83, 89, [4], [6].

FANÖ BAD, 38.
Good Bathing Establishment, with Hotel, Restaurant, and Casino.
FANÖ, ISLAND 5, 33.
FARÖE, ISLANDS, 113, 96, 122, [7].

FARUM, 77, 82.
Good little Inn. Omn. to Birkeröd, 50 ö. Carriage, 3 kr.; two horses, 5 kr.; fixed tariff for longer drives. Baths in the lake.
Farum Sö, 77.
FAXA FJORÐR, 114, 115, 128.

FAXE, 87.
Small Inn at the Stat. In the town a tolerable country Inn, R. 1½ to 2 kr., D. 1½ to 3 kr. Carriages for excursions. Dil. to Præstö in 2½ hrs., 1½ kr.

FAXE LADEPLADS, 87.
Small Inn with five rooms, in a shady garden.
FAXO, 87, [7].
FEJÖ, 90.
FELDBALLE, 33.
FELL, 130.
FEMERN, 9.
FEMÖ, 90.
FERSTIKLNHÁLS, 128.
FIFE NESS, 113.
FINNEDAL, 92.
FISKEBÆK, 77.
FISKIVOTN, 110.
FJERRITSLEV, 40, 41.
FLADE KIRKEBAKKE, 24.
FLADSTRAND, 25.
FLATEY, 96.
FLAUENSKJOLDIS, 24.

FLENSBURG, 16, 2, 5, 7, 17, 27, 63, [4], [15].
Hotels: **Bahnhof's H.*, R., L., A., 3 marks; B. 1 mark; D. 2½ marks; cold supper at 7.30, 1½ mark. *H. Stadt Hamburg*, also near the Stat., good. *H. Central*, 200 yds. from the Stat.
Tramway through the town.
The Rly. to Kiel has a separate terminus Stat., 5 min. walk from the main line.
Steamer 12 times a day to Glücksburg.
FLENSBURG FJORD, 16, 29.
Fnjóska, R., 124.
FODBY, 88.
FOHR, 29.
FORTH, FIRTH OF, 113.

FORTUNEN, 75.
Restaurant.
FOSSEDAL, 41.
Fousing Sö, 22.
FRAUGDE, 44.

FREDENSBORG, 79, 76, 81, [4].
Jernbane H., at the Stat., D. 2 kr. Inn at the Castle. Carriages at a fixed tariff. Dil. to Esrom, 90 kr. Boat from the Skipperhus to Nöddebo, 1 kr. Fishing boat on the lake, 70 ö. the first hour, 35 ö. for each additional hour.

FREDERICIA, 18, 19, 2, 5, 33, 42, [4].
Hotels: **Victoria*, R., L., A., 2½ to 3½ kr., B. 40 ö., D. at 12.30, 2 kr., cold supper at 7, 1½ kr. *Jærnbane H.*, at the Stat. *H. Kronprinds Frederik*, in the town.
*Buffet at the Stat., table d'hôte, 2 kr.
British Vice-Consulate: opposite the H. Kronprinds Frederik.
FREDERIKSBERG, 72, 53, 55, 57, 82.
FREDERIKSBORG, 77, 36, 52, 65, 76, 81, 84, 85, [4].

FREDERIKSDAL, 75, 77, 82.
Inn, tolerable. Carriages for excursions. Baths in the lake.
FREDERIKSGAVE, 43.

FREDERIKSHAVN, 24, 25, 35, [4].
Hotels: **H. Hoffmann*, R. 2 kr., B. 70 ö., D. 2 kr., cold supper, 1½ kr. English and German spoken. Omn. to Stat. or steamer, 35 ö. *H. Dania* at the harbour, similar charges.
Dil. to Sæby, 1½ kr. Carriage, 15 kr.
Steamer daily in 6 hrs. to Göteborg (8 kr.); in 2 hrs. to Læso (2 kr.).
Good Sea-bathing.
FREDERIKSHÖI, 32.
FREDERIKSSTAD, 16, 47.

FREDERIKSSUND, 76, 82, 83, [4].
H. Isefjord, R. 1½ to 2 kr., D. 2 kr., cold supper, 1½ kr. Carriages at *Frölund's*. Dil. to Frederiksværk, 1½ kr.; to Jægerspris, 50 ö.

FREDERIKSVÆRK, 76, 83.
Inn, unpretending. Carriages at Niels Olsen's, to Tidsvilde and back, 6 kr.; two horses, 10 kr. Dil. to Hilleröd and Frederikssund. Steamer to Frederikssund on Tues., Thurs. and Sat. at 10.20, 1½ kr.; to Nykjöbing on the same days, 2 kr.
FRIEDRICHSORT, 7.
FRIEDRICHSSTADT, 27.
FRIHAVN, 55.
FRIHEDSSTÖTTE, THE, 55.
FRIJSENBORG, 21.
FRISENWOLD, 22.
FRISIAN ISLANDS, 27, 28, 38.
FRODE, TUMULUS OF, 83.
FRÖBJÆRG BAVENHÖI, 43.
FRUEBJÆRG, THE, 79.

FRUENS BÖGE, 44, 46.
Restaurant. Music from 6 to 7.30 P.M.
FRYDENHAL, 84.
FUGLEKÖJER, 38.
FUR, ISLAND, 41.
Furo Sö Lake, 75, 77, 82.
FYEN, 64, 2, 18, 42, 43 [4], [6].
FYNSHOVED, 45.

G.

GAARDBOGAARD, 25.
GALLEHUS, 63.
GALTALÆKR FARM, 118.
GAMLEBORG, 92, 94.
GAMMEL ESTRUP, 34.
GARÐR, 110, 125.

Garpsdalr, 129.
Gaunö, 86.
Gaulland, 130.
Geirastaðir, 130.
Geitafoss, 124.
Geitland's Jökull, 123, 124.
Geldingatjörn, Lake, 115.
Geysirs, The, 116.

GILLELEJE, 79, 81.
Good Inn, with Baths in the lake. Carriage to Græsted, 3 kr.; two horses, 4 kr.
Gisselfeld, 85, 87.
Gjedser, 10, 89.
Gjellerup, 32.
Gjentofte, 75, 77.
Gjöl, 40.
Gjorslev, 87.
Glæsborg, 35.
Glámu Jökull, 129.
Glorup, 46, 42, 45.

GLUCKSBURG, 16, 29.
Hotels: **Strand Hotel*, near the Pier, pension from 8 marks. *H. Bellevue*, pension from 7 marks.
Sea-Bath, 40 pf.
Steamer: 12 times a day to Flensburg.

GLUCKSTADT, 3, 5, 26.
Bahnhof's Hotel.

GLYNGÖRE, 36.
Inn.
Goðafos, 109, 124.
Göteborg, 25, [4].

GRAASTEN, 17.
Bade Hotel.
Grænge, 90.

GRÆSTED, 79, 81.
Inn.

GRAMRODE, 20.
Small Inn.
Granton, 113, 122.
Gravenstein, 30.
Greenland, [7].
Greis, 19.

GREISDAL, 19.
Hotel, 3 m. from Veile.

GRENAA, 35, 32, 33.
H. Dagmar. Carriage to Katholm, 4 kr.; to Benzon, 6 kr. Dil in 1¾ hr. to Glæsborg. Steamer to Copenhagen on Fri. at 10.15 in 9 hrs., fare 8 kr.

GRIBSÖ, 79.
Restaurant, good.
Gribskov, The, 79.
Grimmansfell, 115.
Grimstaðir, 127.
Grimstrup Sö, 90.
Grimstunguheiði, 123.
Grimstungur, 110, 123.
Grindavik, 120.
Grinderslevkloster, 36.
Grindsted, 38.
Grönsund, 89.
Grundarfjörðr, 128, 129.
Gudenaa, R., 21, 35, [7].
Gudenaa, valley, 31.

GUDHJEM, 91, 92, 93.
H. Rasmussen, R. and B. 1¼ to 1¾ kr., D. 1½ kr. Carriages, to Helligdom, 5 kr., to the Jomfrubjærg, 6 kr., to Sandvig (Blanch's Hotel), 8 kr. Dil. in 3¼ hrs. to (16 m.) Rönne, 2 kr. Steamer to Nexö, 1½ kr.
Guldborg, 89.
Guldborgsund, 89, 90.
Gullbringu Sysla, 121, 109, 122.
Gullfos, 117, 109.
Gullfoss (Kleifar), 129.
Gundelstrup, 40.
Gurre, 81.
Gurre Slot, 79, 81.
Gurre Sö, Lake, 79, 81.
Gyldenlöves Höi, 84.

H.

HAARLEV, 87.
Small Inn.

HADERSLEBEN, 17, 18.
H. Petersen. Steamer daily in 4¼ hrs. to Sonderburg (4 marks).

HADSUND, 22.
Small Inn. Steamer twice a week in 14 hrs. to Copenhagen, touching at Grenaa, fare 8 kr. Daily in 3 hrs. to Hobro, touching at Mariager, fare 1½ kr.
Hafnarfjörðr, 120, 122.
Hafragilsfoss, The, 125.
Hafravatn, Lake, 115.
Hagi, 130.
Hald, 36.
Hald Church, 22.
Hald, Lake, 36.
Hallbjarnarstaðir, 125.
Hallbjarnarstaðakambur, 125.

HALLUND, 24.
Small Inn.
Hals, 40, 124.
Halsted Abbey, 90.

HAMBURG, 3, 2, 5, 7, [4].
Arrival by Train.—Passengers from Berlin arrive at the **Berliner Bahnhof** (D. 7); those from Hanover, Bremen, Cologne, and Calais, at the *Venloer* or **Pariser Bahnhof** (F. 7); those from Lübeck at the **Lübecker Bahnhof** (C. 9). The main-line Stat. for *Kiel* and *Denmark* is at **Altona**; but it is connected with Hamburg by a local Rly. (*Verbindungsbahn*), about 4 m. long, with Stations at short intervals. Of these, the most convenient for travellers to or from Hamburg is the **Dammthor** (B. 5), while those who propose merely to pass through the city in either direction, without stopping, should book to or from the **Klosterthor** Stat. (D. 7), which is nearest to the Terminus of the Berlin or Cologne Rly. There is no Hotel Omnibus. **Cab** to or from the Stat., 80 pf.; hand luggage, 8 pf.; heavy luggage, 30 pf. each article.
Hotels: The best are on the Binnen-Alster, and expensive. **Streits H.* (6. C. 5), an old-established and well-managed house, with good Restaurant. Lift. *Hamburger-Hof* (10), a handsome building, also good. Lift. *Victoria* (5), with a winter garden; excellent food; lift. *Kronprinz* (8), lift. *St. Petersburg* (2), with the

Café Continental in the arcades below. *H. de l'Europe* (1, E. 6), the largest, with a lift. All these are first class and comfortable. Charges: R., L., A., from 5 marks, D. at 4 or 5 o'clock, 3½ marks, B. 1 mark and upwards. Somewhat less expensive, but equally well situated, *Belvedere* (4), and *Alster* (3). Standing a little back from the Basin: *H. Moser* (9), with first-rate cooking, and *H. de Bavière* (17). Well situated near the Dammther Stat. and Gardens: *H. Waterloo* (12, B. 4); *H. Meyer* (18, B. 5). Near the Alster Basin, *H. Royal* (15, C. 5). At St. Pauli, *H. Wietzel* (16, E. 2). On the promenade, *H. Schadendorf* (14, C. 8). In the centre of the town, *English Hotel* (18, D. 4), small but comfortable, with good plain English food and bottled ale, &c.

Restaurants: *Wilkens*, am Plan, corner of the Rathhaus Markt (D. 5); *Lünsmann*, Hermann Strasse and Berg Strasse; *Zinggs*, Adolphs Platz (formerly a Hotel).

Cafés: *Alster Pavillon*, on the Basin, opposite H. Hamburger Hof; *Continental*, below the H. St. Petersburg.

Confectioners: *Hartvig and Vogel*, 28 Bergstrasse.

Baths: At the Alsterlust, in the Outer Basin (B. 6). *Warm Baths*, 36 Grosse Bleichen (C. 5).

Post Office (and **Telegraph**), in the Ring Strasse (B. 4). Branch Office in the Hohe Bleichen (C. 4), and many other parts of the town.

Cabs: Tariff fixed, but somewhat intricate. Drive, generally 75 pf. or 90 pf., according to distance. By the hour, 1½ mark; half an hour, 90 pf. Extra charge for more than two persons, and double at night (12 P.M. to 6 A.M.).

Tramway along all the principal broad thoroughfares and suburban streets. **Steam Tramway** to Wandsbeck (see p. 4), eight times an hour, starting from the Rathhaus Markt (D. 5).

Steamers on the Alster, from the Jungferstieg, opposite the entrance to the Neuer Wall (C. 5), every few minutes, touching at the Lombardsbrücke, between the two basins, and at various points on both shores of the Outer Basin; fare 10 pf. On the Elbe, to Altona and other places, starting from the Brookthor (E. 6), every half hour.

Small Boats on the Alster, two oars, 60 pf. an hour; four oars, 75 pf. On the Elbe, double these charges.

Theatres: *Stadt Theater*, Dammthor Strasse, closed from June to Aug. inclusive (B. 4, 5). *Thalia Theater* (E. 6), for Comedy. *Carl Schultze Theater* at St. Pauli (D., E. 1); *Circus*, close by (E. 2), and *Tivoli*, at St. Georg; the last three popular.

British Consul-General: *Hon. C. S. Dundas*, 50 Hohe Bleichen (C. 4).

U. S. A. Consul: *C. F. Johnson, Esq.*, 31 Fuhlenwiete.

English Church: Built in 1838, at the S. end of the Zeughaus Markt (D. 3). Service on Sun. at 11, and in the evening. Chaplain, Rev. *C. F. Weidemann, M.A.*

Hamlet, grave of, **80**.

HAMMEL, 21.
Good and cheap little Inn.

HAMMER, THE, **93**.

HAMMERSHUS, 93, 91, 92.
Rustic Inn.
Hammer Sö, **93**.

HAMMERUM, 32.
Small Inn.

HANHERREDER, **40**.

HANSTED, 39.
Good little country Inn, pension, 3 kr.

HANSTHOLM FYR, **39**.

HARALDSKJÆR, **19**.

HARDENBERG, **90**.

HARRESKOV, **32**.

HASLE, 92, 91.
Very small country Inn, cheap and tolerable. Carriages from *Jakobsen*. To the Hammer, 8 kr.; to Rönne, 5 kr.; to Jons Kapel, 4 kr.; to Helligdom or the Jomfrubjærg, 8 kr.; for a three days' drive, 10 kr. a day, and 1 kr. to the driver. Dil. to (7 m.) Rönne, 90 ö.; to (8 m.) Allinge, 1½ kr.

HASLEV, 85.
Small Inn. Dil. to Rönnede, 1 kr. Carriages for the round of parks, 8 kr.

HATTENÆS, 32.
Restaurant. Steamer to Silkeborg and Laven.

HAUKADALR, **117, 119, 130**.

HAUKAGIL, **123**.

HAUKSVÖRDUGJA, **121**.

HAVELSE, **83**.

HAVERSLEV, **40**.

HAVREHOLM, **76**.

HAVNÖ, **22**.

HEE, 35, 37.
Small Inn.

HEIDE, 27.
H. Burmeister.

HEKLA, **118, 108, 109, 110, 116, 119, 126, 130**.

HELGAFELL, **129**.

HELGENÆS, **33**.

HELIGOLAND, 2.
Hotels: *Stadt London*; *Conversationshaus.*
Steamer to Cuxhaven, 6 marks; to Hamburg, 12 marks.

HELLEBÆK, 81, 76.
Bade Hotel. Fixed tariff for carriages. Dil. to Helsingör, 60 kr.

HELLERUP, **74, 77**.

HELLIGDOM, 93.
H. Helligdomsgaarden, tolerable and reasonable; Pens. 4 kr. Omn. to the Jomfrubjærg, 1 kr.; to Rönne, 1½ kr. Small boat to the Steamer, 1 kr.

HELLISHEIÐI, **119**.

HELLISKARÐ, **119**.

HELSAN, SPRING, **82**.

HELSINGBORG, 76, 80, 82, [5].
Hotels: *Angleterre*, on the quay, between the landing-place and the Rly. Stat., R., L., A., 2 to 4 kr.; B. 75 ö., D. 2½ kr. *Mollberg*, in the Torv, a good German Inn, with similar charges. *Continental*, on the quay.

Carriages at the first two hotels. To Sophiero and Kulla Gunnarstorp and back, 6 kr.; two horses, 10 kr.

Steamer to Helsingör, 40 ö.; deck, 25 ö.

British Vice-Consulate: 16 N. Storgadan.

Bookseller: *Killberg*.

HELSINGÖR, 79, 65, 74, 76, 77, 80, 81, 82, [4], [5].

Hotels: *Jernbane Hotel*, on the quay, near the Stat., tolerable. *H. Oresund*, in the town (*see* MARIENLYST). *H. du Nord*.

Steamer to Helsingborg five times a day, 50 ö.; 2nd class, 25 ö. To Copenhagen five times, 1½ kr.; return ticket, 2¼ kr.

Dil. to Hellebæk, 60 ö.; to Hornbæk, 1 kr. Fixed tariff for carriages at *Jensen's* in the Stengade.

HENGILL, 116.

Heraðsvotn, R., 109, 123.

HERÐUBREID, 108, 131.

HERLUFSHOLM, 85, 88.

HERNING, 32, 37.

Hotels: *H. Eyde*; *H. Herning*.

Carriage to Harreskov and back, 6 to 10 kr. Dil. in 8 hrs. to Veile (5½ kr.); to Ringkjöbing (3¾ kr.); to Holstebro in 3¾ hrs. (3 kr.).

HERTHADALSHUS, 84.

HESSELAGER, 45.

Country Inn.

HESSELAGERGAARD, 46.

HESTEHAVN, 47.

HESTR, 128.

HILLERÖD, 77, 76, 79.

Hotels: **H. Leidersdorff*, opposite the entrance to the Castle, a mile from the Stat.; Omn. 25 ö. R. 2 kr., B. 75 ö., D. 3 kr. *H. Kronprinsen*, in the market-place; *H. Kjöbenhavn*. Restaurant at the Stat., and at *Slotspavillon.

Carriage at the Hotel Leidersdorff.

HILLERÖDSHOLM, 85.

HIMMELBJÆRG, 32.

Tolerable little Inn.

HIMMELBJÆRGET, 31.

HINDEHOLM, 45.

HINDSGAVL, 43.

HINNERUP, 21.

Country Inn. Carriage to Frijsenborg, 6 kr. Dil. to (8 m.) Hammel, passing by Frijsenborg, in 1½ hr. (1 kr.).

HIRSHOLMENE, 25.

HJALLERUP, 23.

HJARÐARHOLT, 129.

HJÖRRING, 25, 26.

Hotels: *H. Skandinavien*, R., L., A., 2 to 2½ kr., B. 75 ö., D. 2 kr., cold supper, 1½ kr. Omn. 35 ö. *H. Kypper*, similar charges.

Carriage to Lökken, 6 to 7 kr.; two horses, 10 to 12 kr.

HJORTSBALLE HÖI, 32.

HJORTSDAL, 41.

HLIDARENDI, 130.

HLIDARHAGI, 126.

HLJÓÐAKLETTAR, THE, 125.

HOBRO, 22.

Hotels: *H. Iversen*, small but tolerable; R. 1½ to 2½ kr., B. 65 ö., D. 2 kr. Omn. 35 ö. *H. Möller*, with a pretty garden, similar charges.

Steamer twice a week to Copenhagen in 17 hrs.; fare, 11½ kr. Daily to Hadsund in 3 hrs.; fare, 1½ kr.

HOF, 130.

HOFSJÖKULL, 109.

HOFTEIGR, 127.

HÖGHOLT, 32.

HÖGILDGAARD, 32.

HOHÖJ, 22.

HÖIBYGAARD, 90.

HÖIE MOEN, 86, 87.

HÖIERUP, CHURCH, 9.

HÖIRIS, 37.

HOLAR, ISLAND, 114, 123.

HOLBÆK, 22, 34, 83, 84.

H. Isefjord, in a large garden. R. 2 kr., B. 50 ö., D. 2 kr. Carriage to Dragerup Skov and back, 5 kr.; two horses, 8 kr. Dil. to Nykjöbing and Ringsted. Ferry across the fjord, 25 ö.

HOLCKENHAVN, 45, 46.

HOLEBY, 90.

HOLLINGSTEDT, 15.

HOLSTEBRO, 32, 37.

H. Schaumburg, good and reasonable. Omn. 35 ö. Dil. S.W. to Herning.

HOLSTED, 38.

Tolerable Inn.

HOLSTEIN, [3], [10], [13], [14], [15], 28.

HOLSTEINBORG, 88.

HOLSTENHUS, 46.

HOLTAR, 130.

HOLTE, 77.

H. Nyholte, 10 min. E. of the Stat., good and reasonable; carriages at a fixed tariff. Omn. to Hörsholm, 50 ö.

HOLTENAU, 6, 13.

HOPJÖKULL, 130.

Horgá, R., 112.

HORGADALR, 122.

HORNE, CHURCH, 46.

HORNBÆK, 76, 81.

Inn, with good Restaurant, R. 1½ kr., D. 2 kr. *Pens. Friis*, comfortable and moderate. Carriages at a fixed tariff. Dil. to Hellebæk and Helsingör.

HORNSLET, 33.

Country Inn.

HORNSYLD, 20.

HORSENS, 20, 32.

H. Jörgensen, R., L., A., 2¼ kr., B. 75 ö., D. 2¼ kr *H. Skandinavien*.

HORSERÖD, 81.

HÖRSHOLM, 76, 77, 75.

Hotel.

HÖRUP HAV, 17, 31.

HOTELS, [5].

HOU, 21.

Small Inn, and Bathing Establishment.

HOYER, 27, 28, 29.

H. Stadt Tondern. Steamer to Sylt twice a day in 1¾ hr. Fare, 3 marks 80 pf.

HRAFNAGJÁ, 115, 116.

HRAFNTINNUHRYGGR, 126.

HRINGVERSHVILFT, 125.

HRUNI, 117, 110, 118, 130.

HUMLEBÆK, 77, 79, 82.

Inn, tolerable; pension, 3 to 4 kr. Carriage to Kirstgaard, 2 kr., two horses, 3 kr.

HUGE BERG, 31.

HUMLUM, 38.

Small Inn. Dil. to Lemvig, 1¼ kr.

HUNE, 25.
HUNE KIRKE, 25.
HUNSERY, 90.
Hun's Grave, 9.

HURUP, 38.
Small Inn. Dil. to Nykjöbing, 2½ kr.; to Vestervig, 60 ö.

HUSAVIK, 96, 110, 122, 124, 125, 130, 131.

HUSUM, 16, 27, 28, 29, 65.
Hotels: *H. Thomas; H. Stadt Hamburg.*
Steamer in 3½ hrs. to Wyk. Fare, 7 marks.

HÜTTENER BERGE, 13.
HVALFJÖRÐR, 128.
HVALJÖRÐR, 128.

HVALSÖ, 84.
Inn. Carriage to Skjöldnæsholm and back (or on to Borup), 6 kr.; two horses, 11 kr.

HVAMM, 123.
HVAMMSHEIÐI, 110.
HVEDHOLM, 46.
HVEEN, ISLAND, 76.
HVERAVELLIR, 130, 131.
HVERFISFLJOT, 108.

HVIDDING (Dan. VEDSTED), 27.
Small Inn.

HVERFJALL, 126.
HVIDKILDE, 46.
Hvitá, R., 109, 117, 128.
Hvitárvatn, Lake, 117.
HYLKE, 20.

I.

ICELAND, 95–131, [7], [16].
Accommodation in, 101; Agriculture, 107; Books on, 101; Church in, 106; Climate, 97; Clothing, 98; Communication, 96; Cost of travelling in, 100; Custom House in, 96; Education in, 106; Exploration in, 111; Fisheries of, 107; Fishing in, 110; Geology of, 108, 111; Guides, 97; History of, 103; Industries in, 107; Language and Literature of, 104; Maps of, 102; Measures of, 95; Money of, 95; Passports, 96; Ponies in, 97; Population of, 106; Shooting in, 110; Statistics of, 105; Steamers to, 96; Tours in, 111; Trade of, 107; Travelling in, 97; When to visit, 97; Weights, 95.
Gov.-General: *Mr. Magnus Stephensen.*

IDSTEDT, 16, [14].

IKAST, 32.
Country Inn. Dil. to Horsens, 3½ kr.

INGJALDSHÓLL, 128.
INGOLFSFJALL, 119.
INNS, [5].
ISAFJORÐR, 129, 130, 96.
ISHOLL, 130.
ISSEFJORD, 50, 83, 84.

ITZEHOE, 6, 27.
H. Helmund; H. Dühring.

J.

JÆGERSBAKKE, 79.
JÆGERSBORG, 75.
Hotel.

JÆGERSPRIS, 76, 82, [4].
Hotel at the Castle, R. 1 to 2 kr., luncheon 1½ kr., cold supper 1½ kr. Carriage for half a day's excursion, 6 kr. Adm. to the Castle, 1 to 5 persons, 50 ö.; 6 to 10 persons, 1 kr.

JÆLLING, 19.
JAMMERBUGT, 41.

JEBJÆRG, 36.
Inn. Dil. in 1¼ hr. to Grinderslev.

JELLINGE, 64.

JERSLEV, 24.
Good country Inn.

Jökulsá á Fjöllum, R., 109. 125.

JOMFRUBJÆRG, 91, 92.
H. Jomfrubjærget, with fine view from its tower, R. 1½ to 2 kr., B. 50 ö., D. at any hour, 2 kr. Pens. for five days, 4 kr. Omn. to Rönne or Helligdom, 1 kr. Donkeys, 1½ kr. an hour. Guides to the best points of view, 50 ö. to 1 kr.

JÓNNSKARÐ, 127.
JÖNS KAPEL, 92.
JONSTRUP, 82.
JORDFALD, THE, 39.
JÜBECK, 16, 27.
JUELLINGE, 90.

JUELSMINDE, 20.
Small Inn.

Jul Sö, 32.
JUTLAND, 19, 63, 64, 65, 83, [4], [8], [9], [10].

JYDERUP, 84.
H. Skarridsö, R. 1½ kr., Pens. 3 to 4 kr. Carriage to Veirhöi, 6 kr.; two horses, 8 kr.

JYDSKE AAS, 24, 25.

K.

KALDIDALR, 124.
KÁLFATJÖRN, 121. 122.
KÁLFAFELL, 130.
KÁLFHOLT, 118.
KÁLFSTINDAR, 116.

KALLEHAVE, 86.

KALLUNDBORG, 85, [4].
Hotels: *H. Kallundborg*, close to the Harbour and Stat. R. 1½ to 2 kr., B. 70 ö., D. 2 kr. *H. Postgaarden*, in the middle of the town, similar charges; Omn. 35 ö.
Carriages at *Larsen's*, 170 Skibrogade, near the Harbour. Dil. to Slagelse, 2¼ kr.

KALMANSTUNGA, 110, 123, 124.
KALÖ BAVNEHÖJ, THE, 33.
KALÖ CASTLE, 33, 57.
KALÖ VIG, THE, 33.
KALSBÖL, 20.
KANDESTEDERNE, 26.
KAPPELN, 16, 17.
KAPPENDRUP, 45.
KARNAN TOWER, 82.

KARREBÆKSMINDE, 86.
Village Inn, cheap and tolerable.

KARUP KIRKE, 24.
KATHOLM, 35.
KATLA VOLCANO, 130.
KATTEGAT, THE, 23, 24, 26, 40, 83.
KEILIR, 122.

KIBÆK, 32.
Inn, unpretending.

KIÐAGIL, 130.

KIEL, 6, 2, 5, 7, 16, 63, [4].
Hotels: **Germania*, opposite the Stat., large and well-kept; R., L., A., 3 to 4 marks, B. 1 mark, D. at one o'clock, 3 marks. *Kronprinz*, also good; similar charges. *Stadt Kopenhagen*, *Stadt Hamburg*, and *H. zur Börse*, good commercial Inns. (*See* DÜSTERNBROOK and WILHELMINENHÖHE.)
Cabs: Tariff as at Hamburg. The course, generally 75 pf.; the hour, 1½ mark.
Tramway along the main streets and to Düsternbrook.
Boats: 1½ mark the hour. Ferry across the Harbour to Wilhelminenhöhe, 10 pf.
Steamers: From the Stat. to Wilhelminenhöhe, 5 pf.; to Ellerbek, 10 pf.; to Neumühlen, 15 pf.; to Altheikendorf and Möhenort, 25 pf.; all these on the E. bank. Along the W. shore to the Baths, 15 pf.; Bellevue, 20 pf.; Friedrichsort, 30 pf.; Laboe, 35 pf.
Sea-Baths a mile N. of the Stat., with good Restaurant.

Kiel, bay of, 13.
KIELFJORD, 6.
KILDEPORTHUS, 79.
KIRKJUBOL, 129.
KIRKJUVOGR, 121.
KISTUFELL, 130.
KJALVEGR, 130.
KJÆRLIGHEDSSTILAKER, 55.
KJELDBYMAGLE, 86.
KJELKJÆR, 19.

KJELLERUP, 35.
Small Inn. Dil. to Rödkjærsbro and Silkeborg.

KJERTEMINDE, 45.
Tornöe's Hotel. Dil. in 2½ hrs. to (9 m.) Martofte, 75 ö. Steamer to Copenhagen and Nyborg.

KJÖGE, 85, 87, [4].
Hotels: *H. Prinsen*, in the market-place, reasonable. *Jernbane H.*, at the Stat., unpretending.
Carriages at the H. Prinsen, 6 kr. a day; two horses, 10 kr.

KJOGEBUGT, 85.

KLAMPENBORG, 75, 55, 74, 76, 77, [4].
Hotels: *Bade Hotel*, large and good; R., L., A., 2 to 3½ kr., B. 60 ö., D. at five o'clock, 3 kr. Excellent Restaurant. *H. Bellevue*, prices rather lower. Fixed tariff for carriages at the Hotels.

KLAUSHOLM, 22, 34.
KLEIFAR, 129.
Kleifarvatn, Lake, 120.
KLIPPINGE, 87.

KLITMÖLLER, 39.
Bade Hotel; pension with baths, 3 kr. Dil. to Thisted, 75 ö.

KLITTER, THE, 37.
KNIVHOLT, 25.

KNOOP, 7.
Good Inn on the Canal.

Knud, Lake, 31.
KNUTHENBORG, 90.
KOBBERMOLLESKOVEN, 30.
KOBBERVÆKET, 19.
KOKKEDAL, 40, 41.

KOLDBY HAVN, 85.
Inn. Omn. to Tranebjærg and Ballens Havn.

KOLDING, 5, 18, 43, [4].
Hotels: *H. Kolding*, R., L., A., 2½ to 3½ kr., B. 75 ö., D. at one o'clock, 2 kr., supper at 7, 1½ kr. *H. Thomsen*; *H. Svensson*.
Omnibus: 35 ö.
Cab: 40 ö. the course.
Carriages for excursions at the Hotel. To Skamlingsbanken, 10 kr.

KOLDINGFJORD, 18.
KOLDINGHUS, 18.

KOLIND, 34.
Country Inn.

KOLINDSUND, 34.
KOLLABUÐIR, 129.
KOLVIÐARHÓLL, 119.
KOMIGJENKRO, 44.
KONGESTOL, 31.
KONGSBJERGET, 87.
KONGSHÖI, 46.
KONGSHÖI HAMMERVÆRK, 46.

KORINTH, 46.
Good little Inn. Carriages on hire.

KORSÖR, 48, 7, 2, 16, 17, 19, 45, 47, 84, 85, [4].
Hotels: *H. Korsör*, R., L., A., 1½ to 2 kr., D. 2 kr. *H. Störebelt*, at the Stat., charges a little higher.
Steam Ferry to Nyborg (good Restaurant on board) four times a day.
Steamer daily except Sun. in 11 hrs. to Flensburg (9 kr.); daily in 6½ hrs. to Kiel.

KORSÖR SKOV, 49.
Good Restaurant.

KOSTER, 86.
KRAFLA, 110, 126.
KRAGEHUL, 64.
Kraka, R., 126.
KRÍSUVÍK, 120, 97, 110, 119, 122.
KROGERUP, 79, 82.
KRÓKSFJORD, 129.
KRONBORG, 65, 76, 80, 81, 82.
Krückaue, R., 5.
KULLA GUNNARSTORP, 82.
KULLEN HEADLAND, 81.
KURBURG, 15.
KURGRAV, 15.

Kværndrup, 46.

KVISTGAARD, 79.
Carriage to Humlebæk, 2 kr.; two horses, 3 kr.

L.

LABOE, 7.
H. Stoltenberg.

Læsö, 24, 25.

Læsten Church, 22.

Lagarfljot, R., 110.

Landskrona, 76.

Langanaes, Cape, 122.

LANGAA, 21, 35.
Rly. Restaurant, tolerable.

Langelands Belt, 90.

Langeland Island, 17, 47.

Langdalen, valley, 41.

Langesö, 44.

Langjökull, 109, 130.

Language, [2].

Laugafjall, 116.

Laugardælir, 118, 119.

Laugardalr, 116.

Laugarvatn, 116.

LAURBERG, 21.
Inn. Carriage to Frijsenborg, 6 to 8 kr.

LAVEN, 31.
Country Inn.

Laxa, R., 115, 118, 124, 130.

Laxamyri, 124, 125.

LEIRE, 84.
Inn. Carriage to the Herthadal, 2 kr.; including the Jættestue, 4 kr.

Leirhnúkr, 126.

Leiruvogsvatn, Lake, 115.

Leith, 96, 113, 129.

LEMVIG, 37, 38.
Hotels: *H. Jespersen*, good and moderate; *H. Warmdahl.* Dil. E. in 3 hrs. to Humlum (1¼ kr.).

Steamer to Thisted and other places on the Limfjord.

Carriage to Bovbjærg, regaining the Rly. at Ramme Stat., 10 to 12 kr.

Lerup, 41.

Lethraborg, 84.

Líkkista, 129.

Lilleaa, Stream, 21.

Lilleborg, 91, 92.

LILLERÖD, 77.
Country Inn.

Limfjord, 23, 38, 39, 40, 41.

Lindenborg, 23.

Lindholm, 16, 27.

Lisbjerg, 22, 65.

LISELUND, 86.
Luncheon at the farm house.

Liv Bredning, 41.

Ljósavatn, 124, 127.

Ljósavatns Skard, 124.

Löberg, The, 115.

LÖGTEN, 33.
Small Inn. Dil. to Rönde, 90 ö.; to Ebeltoft, 2 kr. 70 ö.

LÖGSTÖR, 40, 41.
H. du Nord. Dil. to Aalborg through Nibe in 6 hrs., 5 kr.; to Hobro in 7½ hrs., 4½ kr. Steamer to Aalborg, and many other places on the Limfjord.

Lögstör Bredning, 41.

Lohalshave, 47.

Lokeshöi, 75.

LÖKKEN, 25.
Inn, very primitive. R. 50 ö. to 2 kr., B. 50 ö., D. 2 kr., cold supper, 1½ kr. Dil. to Hjörring, 1½ kr.

Lolland, 90, 47, 89, [4], [6].

Lomma Bugt, 11.

Lönborg Aa, R., 37.

LONDON TO ST. PETERSBURG. — Wilson Line of Steamers, once a week during the season. Bailey and Leetham Line, from Hull and from London every Sat. All these touch at Copenhagen. From Newcastle to Esbjerg, weekly.

LÖNSTRUP, 25.
H. Linnemann.

Lörslev, 37.

Louisehöi, 32.

Louisenlund, 15, 93.

Lövenborg, 84.

Lövenholm, 34.

LÜBECK, 7, 2, 87.
Hotels: *Stadt Hamburg*, R., L., A., from 3¼ marks, B. 1 mark; *H. Düffcke*, with similar charges; *H. du Nord*, somewhat cheaper; all good. *H. Brockmüller*, good food, commercial.

Restaurants: *Raths-Weinkeller*, excellent for luncheon, and well worth a visit. *Fredenhagen's Keller*, also good. Lübeck is celebrated for its Marzipan, a kind of macaroon, which may be had at *Niederegger's*, 89 Breite Strasse, and elsewhere.

Cabs: 60 pf. the course; luggage, 30 pf.

Tramway from the N. suburb of St. Gertrud to the S. suburb of St. Jürgen, passing through the town.

Post and Telegraph Office: opposite the Rathhaus.

Steamers on the *Trave* to the popular resort of Schwartau, 4 m. N., on the Rly. to Eutin.

Theatres: *Stadt Theater*, open only in winter; *Tivoli* and *Wilhelm's Theater*, only in summer.

Luggage, [6].

Lügumkloster, 27.

Lund, 51, 52.

Lundabrekka, 130.

Lundabrekka Church, 127.

LUNDBY, 86.
Inn. Dil. in 1½ hr. to Præstö, 90 ö. Carriage, 5 kr.; there and back, 6 kr.

LUNDEBORG, 46.
Inn. Steamer to Korsöv, Nyborg, Svendborg, and Copenhagen.

LUNDERSKOV, 5, 18, 38.
Small Inn.

Lykkesholm, 46.

LYNGBY, 34, 74, 75, 76, 77, 82.
Hotels: *H. Rustenborg*, at the Stat., with Restaurant.

H. Lyngby, D. 2 to 2½ kr. *Rest. Lottenborg.*

Carriages for excursions at a fixed charge.

Lyngby Sö, **77.**

LYNGDALSHERÐI, **116.**

LYNGVIG, **37.**

LYÖ, ISLAND, **46.**

LYSHÖI, THE, **36.**

LYSNED, **21.**

M

MAALÖV, **77, 82.**

MAARSLET, 21.
Small Inn.

MAARUM, **79.**

MAGELUND, **46.**

MAGLEHÖI, **83.**

MAGLEVANDSFALD, 87.
Luncheon at the Pavilion.

MALMÖ, 11, 10, [5].
Hotels: *Kramer's*, in the Stortorg, with a good Restaurant. R. from 1 to 4 kr.; D. at 4.30, 2½ kr.; supper at 7.30, 1½ kr. *H. Horn*, at the Stat., similar charges. Both have Cafés, electric light, and billiard rooms.

Cafés: *Baude*, Hamngatan; *Brown*, Södergatan.

MARIAGER, 22.
H. Jensen. Omn. to Hobro. Steamer to Hobro, Halsund, and Copenhagen.

MARIAGERFJORD, **22.**

MARIANELUND, 79, 81.
Inn. Carriages for excursions.

MARIBO, 90. [4].
Country Inn, with a few tolerable rooms and good food. R. 2 kr., B. 75 ö., D. 2 kr., cold supper, 1½ kr. Omn. 25 ö. Good horses and carriages from *Christensen*, in the Torvegade, or at the Inn. To Söholt, Engestofte, and back, 5 or 6 kr.; to Knuthenborg, 4 or 5 kr. Boats on the Fjord.

MARIENLYST, 80.
Bade-Hotel, in a large garden on the shore, with separate Restaurant, Café, and Casino. Pens. 4½ kr.

MARIESTED CONVENT, **24.**

MARNE, **27.**

MARSELISBORG, **21.**

MARSLEV, **44.**

MARSTAL, 47.
Hotels: *H. Ærö; H. Danmark.*

Omn. to Æröskjöbing in 1¾ hr., 65 ö.

Steamer thrice daily in 2¾ hrs. to Svendborg, touching at Rudkjöbing, 2 kr.

MARTOFTE, **45.**

MASNEDÖ, **10, 89.**

MASNEDSUND, 10, 86, 89, [4].
Buffet at the Stat. Steamer to Copenhagen in 6¼ hrs., 5 kr.; to Stege in 2 hrs., 2 kr.; to Feiö twice weekly; to Bogö and back, every Thurs.

MEASURES, **[1].**

MEILSGAARD, **35.**

MELDORF, **27.**

MELLERUP, **22.**

MIÐDALR, **116.**

MIDDELFART, 42, 43.
Hotels: *H. Behrendt*, R., L., A., 1 to 2 kr., D. 2 kr., cold supper, 1½ kr. Omn. 50 ö. *H. Edsberg*, at the Stat.

Carriage to Hindsgavl, there and back, 6 kr.

Steamer twice a week to Kolding in 2 hrs., and to Copenhagen in 14 hrs. Small steamer to Kolding, touching at Fænö.

MIDDLEFORT, **54.**

MIKLAHOLT, **128.**

Minni Laxa, R., **110, 117.**

MISSUNDE, **15, 16.**

MOÐRUDALR, **110, 127.**

MOÐRUVELLIR, **122.**

MÖEN, **48-63, 9, 86, 89, [5], [7].**

MÖENS KLINT, **86.**

MÖLLERUP, **33.**

MOLS, **33.**

MÖLTENORT, **7.**

MONEY, **[1].**

MONEY ORDERS, **[5].**

MÖRKE, 33.
Country Inn. Dil. to Rönde, 60 ö.

MÖRKOV, 84.
Inn. Dil. to Svinnige, 75 ö.

MONTROSE, **113.**

MORS, ISLAND, **36, 39, 41.**

MORSUM CLIFF, **29.**

MORFELLSHÆIÐI, **115.**

Mos Sö, **31.**

MÚLI, **124.**

MUNKEBJERG, 19.
Bade-Hotel, good. R., L., A., 2 to 3 kr., B. 65 ö., D. 2½ kr. Tariff for Baths.

MUNKMARSCH, **29.**

Myvatn, Lake, **109, 122, 126, 130.**

MYVATN'S ÖRÆFI, **126.**

N.

NÆFRHOLT FARM, **118.**

NÆRUM, **77.**

NÆSBY, 45.
Small Inn.

NÆSBYHOLM, **49.**

NÆSBYHOVED, **44.**

NÆSSUND, **38.**

NÆSTVED, 49, 85, 86, 88, [4].
Hotels: *H. Vinhus*, R. 2 kr., B. 75 ö., early D. 2 kr., late D. 4 kr., cold supper, 1½ kr. Omn. 35 ö. *H. Axelhus*, somewhat cheaper.

Carriages at *Lunau's*, in the Kjöbmagergade, 6 to 12 kr. a day. Dil. in 1¼ hr. to Karrebæksminde, 75 ö.; small steamer, there and back, 1 kr.

NAKKEHOVED, **81.**

NAKSKOV, 90, 89, **47.**
H. Skandinavien. Carriages at *Jensen's*, in the Nikolaigade, 9 to 10 kr. a day. Steamer to Spodsbjerg, 3 kr. 15 ö.

NÁMASKARÐ PASS, **126.**

NEBBE CASTLE, **53.**

NES, **124.**

NEUMÜHLEN, **7.**
Small Inn.

NEUMUNSTER, **6, 7, 13, 27.**
Hotels: *H. Stadt Heide; H. Horn; Bahnhof's H.;* all near the Stat.

NEXÖ, 94, **91.**
Hotels: *H. Korup*, small and cheap; *Holms Hotel.*
Carriage to Almindingen, 7 or 10 kr.; for a three days' round, 6 or 10 kr. a day. Dil. to Aakirkeby, 1¼ kr.; to Rönne, 2½ kr.
Steamer to Copenhagen, 8½ kr.; to Svanike, 50 ö.; to Gudhjem, 1½ kr.; to Allinge, 2 kr.; to Hasle, 2½ kr.

NIBE, **40.**
H. Thorup. Dil in 2¾ hrs. to Aalborg, 1 kr. 65 ö; in 3¾ hrs. to Lögstör, 2 kr. 55 ö. Steamer to Aalborg, 1 kr. 35 ö.; to Lögstör, 2 kr. 75 ö.

NIBE BREDNING, **40.**

NIEBÜLL, **27.**

Niels Juel, Tomb of, **58.**

NIENSTEDTEN, **4.**
Jacob's Restaurant.

NISSUM BREDNING, **37, 38, 39.**

NJARÐVIK, **121, 122.**

Njorðlingafljot, valley, **124.**

NÖDAGER, **34.**

NÖDDEBO, **79.**
Small Inn.

NORDBY, 5, **38.**
Hotels: *Ankersen's Bade Hotel*, on the steamboat quay; *H. Færgegaarden.*
Boat to Esbjerg, 1½ kr.; each additional person, ½ kr.
Dil. in 2 hrs. to Sönderho, 75 ö.

NORDMANSDALEN, **76.**

NORDSCHLESWIGSCHE WEICHE, **16, 17.**

NORDSKOV, THE, **83.**

NORDSTRAND, **28, 29.**

NÖRRE AABY, **43.**
Small Inn.

NÖRRE ALSLEV, **89.**
Inn. Dil. to the ferry at Guldborg in 1½ hr., 90 ö.; to Stubbekjöbing in 1¼ hr., 90 ö.

NÖRREBRO, **55, 72, 74, 77.**

NÖRRE NEBEL, **37, 38.**
Inn. Dil. to Varde and Söndervig.

NÖRRE SNEDE, **32.**

NÖRRE SKOV, **32.**

NÖRRE SUNDBY, **23, 24, 39.**

NÖRRE VOSBORG, **37.**

NORTHERN GEYSIR, **125, 124.**

NORTORF, **13.**

NYBÖL NOER, **30.**

NYBORG, **45, 46, 48, [4].**
Hotels: *H. Bade. H. Postgaarden*, close to the Church, tolerable. *H. Nyborg*, at the harbour. Dil. to (21 m.) Svendborg by the old road through Hesselager in 4½ hrs. (2 kr., 70 ö.), or by the new road through Örbæk (23 m.).
Steamer S. in 3 hrs. to Rudkjöbing every Mon. at 12, touching at Lunderborg; fare, 3 kr.
Shipbroker (speaks English): *Mr. G. C. Früs.*

NUPSTAÐR, **130.**

NY-CARLSBERG GLYPTOTHEK, THE, **72.**

NYDAM, **63.**

NYÉY, ISLAND, **121.**

NYKIRKE, **91.**

NYKJÖBING (FALSTER), **90, [4].**
Hotels: *H. Stad Nykjöbing*, tolerable rooms, good food, charges reasonable. *Jerbane H.*, unpretending.
Carriages at *Larsen's.*
Boats at *Olsen's;* sailing, 35 ö. an hour, rowing 25 ö.
Steamer to Copenhagen in 3 hrs., 5½ kr.; small steamboat to Guldborg, 1 kr. there and back. Omn. to Nysted, 1½ kr.

NYKJÖBING (JUTLAND), **10, 37, 38, 39.**
Hotels: *H. Bendix; H. Lund.* Dil. W. in 3¾ hrs. to Hurup, 2½ kr.; N.W. in 3½ hrs. to Thisted, 2½ kr.
Steamer to Thisted, Skive, and many other places on the Limfjord.

NYKJÖBING (ZEALAND), **83, 86, 89.**
H. Windelöv, tolerable and moderate. Carriages at a fixed tariff at *Madsen's.* Dil. to Holbæk, 2 kr. 85 ö.; to Jyderup, 3 kr. 15 ö. Steamer to Copenhagen every Wed., in 6½ hrs., 4 kr.

NYMINDEGAB, **37, 38.**
Small Inn.

NYLAR, **93.**

NYLARSKIRKE, **92, 93.**

NYSÖ, **86.**

NYSTED, **89.**
H. Petersen. Omn. in 1¾ hr. to Nykjöbing, 1½ kr.

O.

ODÁÐAHRAUN, **109, 126, 127.**

ODDEN, **26.**

ODDER, **21.**
H. Phönix, R. 1 to 2½ kr., B. 50 ö., D. 2 kr. Cold supper, 1 kr. *H. Thomsen.*

ODDESUND, **38.**
Small Inn at the landing-place of the ferry, on each side of the Sound.

ODDEYRI, **122.**

ODENSE, **43, 42, 45, 64, 65, 85, [4].**
Two Stations connected

by a loop line; the Stats. banegaard on the main line, and the Sydfynska Banegaard for Svendborg.

Hotels: *Brockmann*, R., L., A., 2½ to 4 kr., B. 80 ö. D. at one o clock, 2 kr., cold supper at 7, 1½ kr., wine dear. Omn. 40 ö. *Postgaarden*, similar charges.

Cabs: 1 kr. 35 ö. an hour, 30 ö. for each succeeding ¼ hr. Heavy luggage, 15 ö.

Carriage to Langesö and back, 8 kr.; two horses, 12 kr.

Steamboat from the Ny Vestergade to Fruens Böge frequently, 15 ö.; there and back, 25 ö.

ODINSHÖI, 76, 81.
Pension, *Cap Horn*, at the foot of the hill, 3 to 5 kr. a day. Luncheon, 1½ kr.

Ok, 124.
Öklostér, 40.
Ol, 93.
Olafsdalr, 129.
Olafsvik, 126.
Oland, 40.
Oldenborg, 15.
Oldesloe, 6, 7.
Ölfus, 119.
Ölfusá, R., 117, 119.
Olskirke, 93.
Ölst, 22.
Öm, 84.
Omö, Island, 88.
Önundarfjord, 96.
Öræfajökull, 108, 130.
Örbæk, 46.
Örbæklunde, 46.

OREBYGAARD, 90.
Small Inn close to the manor-house, cheap and tolerable. Boats on the fjord, 35 ö. an hour.

Orehoved, 10, 86, 89, [4].
Öresund, 75, 79, 82.
Öresundspark, 82.
Orkil Bakke, 47.
Orkney Islands, 113.
Örn Sö, 32.
Örsted, 22, 34.
Örum Moor, 23.
Översee, Lake, 16.
Os, 130.
Osteraa, R., 23.
Österbro, 71.
Österlar, 93.
Österlarskirke, 93, 92.
Östermarie Kirke, 93.
Otherrishola, The, 117.
Ottensen, 4.
Otterup, 45.
Overdrevsbakken, 85.
Ovinehöi, 47.
Öxara, R., 115.
Öxeby, 40.

ÖXENDRUP, 45.
Country Inn.

Öxenhede, 24.
Oxe Sö, 23.
Oxholm, 40.
Öxnadalr, 123.
Ox-Spring, The, 125.

P.

Palsgaard, 20.
Paradisbakker, The, 94.
Passports, [3].
Patriksfjord, 96.
Pedersborg, 49.
Pedersborg Sö, 49.
Pederskirke, 94.
Pellworm, 28, 29.
Pentland Firth, 113.
Peterhead, 113.
Peter Tordenskjold, Tomb of, 58.

PINDSTRUP, 34.
Small Inn.

PINNEBERG, 5.
Hotels: *H. Eiche; Stubbe's H.* Restaurant close to the Stat.

Pöllnitzer Wyck, 9.
Postage, [5].
Posting, [3].

PRÆSTÖ, 86, 87.
Hotels: *H. Danmark*, small, but tolerable and moderate. *H. Möller*, in the market-place.

Carriages, 7 to 10 kr. a day. Dil. in 2½ hrs. to Faxe, 1½ kr.; in 1½ hr. to Lundby, 90 ö.; in 2 hrs. to Kallehave, 1¼ kr.

Sailing-Boats, 35 ö. an hour; rowing boats, 25 ö.

Prindsens Palais, 61.
Provesten Fort, 54.

R.

Råå, 82.
Radsted Church, 90.
Railroads, [3].

RAMME, 35.
Village Inn. Carriage to Bovbjærg, 5 kr.; two horses, 8 kr.

Ramlösabrunn Spring, 82.
Randbölhede, 19.

RANDERS, 21, 22, 33, 34.
Three Stations—the Statsbanegaard, W. of the town; the Hadsundsbanegaard (S.E.), for the branch Rly. to Hadsund; and the S röimmen Stat. (S.), for Ryomgaard and Grenaa.

Hotels: *Martens*, R., L., A., 2 to 2½ kr., B. 75 ö., D. 2 kr.; cold supper, 1¼ kr. Omn. 35 ö. *Dagmar*, unpretending.

Carriage to Stövringgaard and Fousingö, 10 kr.

Steamer to Copenhagen on Wed. and Sat. at 5 P.M. Fare, 8 or 6 kr.

Randersfjord, 21, 22.
Randkleveskaar, 93.
Ravnholt, 46.
Rebbild Banker, 23.
Refsnæs, 85.
Regstrup, 84.

RENDSBURG, 13, 2, 6, 16.
Hotels: *Green's H.*, fair; *H. Stadt Hamburg und Lübeck*, good; *H. Deutscher Kaiser*. At the Stat., *Bahnhof's Hotel*.

Reykholt, 128.

Reykir, 118, 119, 125.

Reykjadalur, 128.

Reykjahlið, 110, 125, 126, 127, 130, 131.

Reykjanes Cape, 121, 114.

REYKJAVIK, 114, 96, 97, 110, 115, 116, 118, 119, 120, 122, 124, 128, 129, 130, 131.
Hotels: There is no Inn, in the European sense, in Reykjavik, and the traveller must not expect the conveniences of larger and more southern towns. *H. Reykjavik* (G. Zoëga), fair, and *H. Island* (Iceland Halberg's) are the best, and by writing to the proprietor by the previous mail, a fairly comfortable room may be secured. Or the traveller may occupy his berth on board the yacht or steamboat during the one or two nights that he remains in Reykjavik. But if he wishes to stay there for several days, he should write to *Geir Zoëga* by the previous mail, and ask him to procure accommodation in a private lodging-house. These houses are clean, the people civil and obliging, and the charges moderate.

There are several General Stores in the town, in which almost anything can be procured; a Post-office, a bookseller, a druggist, and several harness-makers.

An English Consul resides here, and English is much spoken.

The merchants are very obliging, and will supply many requisites for travel, and also change English gold into króners. Permission to fish in one of the streams near Reykjavik is sometimes given by application to the owner.

Reynivellir, 128.

RIBE, 5, 27, 38, 65.
H. Klubben, reasonable; *H. Grejsen*.

Riesendamm, 15.

RINDSHOLM, 35.
Small Inn.

RINGE, 46.
Small Inn. Carriages may be hired at *Hansen's*.

Ringebakker, The, 92.

RINGKJÖBING, 32, 37.
H. Schiönning, in the market place, with a pretty garden. R. 2 kr., D. 2 kr., cold supper, 1½ kr. Carriages, 6 kr. a day. Dil. E. to Herning; W. to Söndervig, and thence S. along the narrow Klitland to Lyngvig and Bjerregaard, turning S.E. to Nörre Nebel, whence another Dil. runs to Varde.

Ringkjöbingfjord, 37.

RINGSTED, 49, 16, 50, 65.
**H. Postgaarden*, clean, comfortable, and well situated, with excellent food and reasonable charges. Carriage, 7 kr. a day; two horses, 10 kr. Dil. N. to (24 m.) Holbæk (3 kr.); S. to (15 m.) Næstved (1 kr. 70 ö.).

Rispebærg, 94.

RIS SKOV, 21, 33.
Good restaurant close by. Military music on Wed. and Sat.

RÖDBY, 90.
H. Klüwer.

Rödekro, 17.

RÖDKJÆRSBRO, 35.
Country Inn. Dil. in 3¼ hrs. through Kjellerup to Silkeborg, 2¼ kr.

RÖDVIG, 87.
Inn, very small and humble.

Rödslet, 40.

Rokkesten, The, 79, 92.

Rold Forest, 23.

Romb, 37.

RÖNDE, 33.
Country Inn.

RÖNNE, 91, 92, 93, 94.
Hotels: *Dams H.*; R. 1½ kr., B. 60 ö., D. 1 kr. 65 ö., cold supper, 1½ kr. *H. Rönne*, smaller, similar charges.

Café: *Petersen*, in the market-place.

Restaurant: *Sommerlyst*, ¾ m. S.E. on the Aakirkeby road, good.

Carriages: Two horses, round the Island in three days, 10 kr. a day; one horse, 5 kr. In four or five days, 9 kr. and 6 kr.; every succeeding day, 8 kr. or 5 kr. May be hired from *Rasch* or *Funch*.

Omn. from the Steamer to Almindingen, 1 kr., Helligdomsgaarden, 1½ kr., Sandvig (*Blanch's Hotel*) 1 kr.

Dil. to (16 m.) Allinge, in 3 hrs., 2 kr.; to (7 m.) Hasle, in 1½ hr., 90 ö.; to (10 m.) Aakirkeby, in 1¾ hr., 1¼ kr.; to (19 m.) Nexö, in 3½ hrs., 2½ kr.

Rosenborg Castle, 67, 66.

Rosengaarden, 24.

Rosenholm, 33.

Rosenvold, 20.

ROSKILDE, 50, 10, 52, 76, 82, 83, 84, 85, [4].
Buffet at the Stat.

Hotels: *Prindsen*, in the main street, 10 min. from the Stat., good and moderate. *Jernbane H.*, close to the Stat.

Carriages at the Hotel Prindsen, 6 kr. a day; two horses, 10 kr. Dil. N. in 3 hrs. to (15 m.) Skibby (2 kr.).

Steamer in 1¼ hr. to Selsö, on the Fjord (1½ kr.).

Roskildefjord, 82.

ROSLEV, 36.
Inn.

Rostgaard Stone, 81.

ROSTOCK, 10, 89.
Hotels: *Rostocker Hof*, in the Hopfen-Markt; R., L., A., 3¼ marks, B. 1 mark, D. 3 marks; *H. de Russie*, Neue Markt, similar charges; *Stadt Hamburg*, Fischmarkt.

Restaurants: *Fricke*, Breite Strasse; *Friemann*, Friedrich-Franz Strasse. Good wine at *Ahrens*, Blücher Strasse.

Post and Telegraph Office: Wall Strasse.

Tramway through the main streets.

Steamer to Warnemünde, 25 pf.

RUDKJÖBING, 17, 47.
H. Langeland, R. 1 to 2 kr., D. 2 kr., cold supper

1 kr. Omn. to Tranekjær and Lohals. Steamer to Landeborg and Nyborg. Dil. to the ferry at Spodsbjærg for Nakskov.
RUGAARD, 35.
RUGEN, 11.
RUGTVED, 24.
Rundehöi, 49.

RUNGSTED, 55, 75, 76, 77.
Inn, with sea baths, very tolerable; R., L., A., 1½ to 2½ kr., B. 50 ö., D. 2 kr. Carriage to Klampenborg, 7 kr.; two horses, 9 kr.
RUTHS KIRKE, 92, 93.

RY, 31.
Inn, unpretending and cheap. Pension, 2½ kr.

RYDE, 90.
Restaurant.
RYDHAVE, 37.
Rymolle Sö, 31.

RYOMGAARD, 32, 34.
Small Inn.
RYTTERKNÆGT, 91.

S.

SÆBY, 23, 24.
H. Harmonien. Dil. in 7 hrs. to (31 m.) Aalborg, 4 kr.; to Frederikshavn in 2½ hrs., 1½ kr.
SÆBYGAARD, 24.
ST. BENDT CHURCH, 50.
ST. CROIX ISLAND, [7].
ST. GEORG, 3.
ST. HELEN'S WELL, 84.
ST. JOHN ISLAND, [7].
ST. JORGENSBJERG, 41.
ST. MICHAELISDONN, 27.
ST. OLAF, 64.
ST. PAULI, 3.
ST. THOMAS ISLAND, [7].
SAL, 37.
SALLING, 36, 40.
SALLINGSUND, 41.
SALTHOLM, 9, 11.
SALTUM, 24.
SAMSÖ ISLAND, 85.
SANDBJÆRG, 20.
SANDTHOR-HAVEN, 3.
SANDVED, 88.

SANDVIG, 91, 92, 93.
**Blanch's Hotel*, 1 m. S.W. of the town, between the Hammer Lake and the Ruins, R. 2 kr., B. 50 ö., D. at any hour, 2 kr., Pens. 5 kr. Boats for excursions, and good Baths.
SAUDAKROG, 96.
SAXE, 86.

SAXKJÖBING, 90, 89.
H. Bruhn, very small, R. 2 kr., D. 2 kr., cold supper 1¼ kr. Carriages dear. Omn. in 1½ hr. to the ferry at Guldborg, 90 ö.
SCHELENBORG, 45.

SCHLESWIG, 14, 13, 15, 16, 18, 28, 42, 63, 69, [3].
Hotels: **H. Stadt Hamburg*, more than a mile from the Stat.; *Raven's Hotel*, ½ m. further on; *Bahnhof's Hotel*, near the Rly.
Tramway from the Stat. into the town, passing the hotels.
SCHLESWIG, DUCHY OF, 13, [4], [7], [13], [14], [15].
SCHLOSS GOTTORP, 14.
SEGEBERG, 7.
SELFOSS, 118, 119.
Seljadalr valley, 115.
Servants, [6].
SEYDISFJORÐR, 96, 127, 130.
SHETLAND ISLANDS, 113.
SHORRADALR, 128.
SIGLUFJORD, 96.
SILFRASTAÐIR, 123.

SILKEBORG, 31, 32, 35, [4].
Hotels: *H. Silkeborg*, near the river, R., L., A., from 1½ to 2 kr., B. 50 ö., D. 2 kr., cold supper, 1¼ kr.; *H. Dania*, in the town, similar charges; *H. Skandinavien*, at the Stat.
Restaurant: *Lyst-pavillon*, 10 min. W. of the town. Music on Tues. 7½ to 11 P.M.
Carriages at the Hotel. Fixed tariff for excursions.
Steamer to Hattenæs and Laven. Boats at a fixed tariff.

SJÖRRING, 39.
Good little Inn.
Sjörring Sö, 39.
SJÖRRING VOLD, 39.
SKAANE, 51.
SKAFFÖGAARD, 34.
SKAGAFJORDR, 123, 130.

SKAGEN, 25.
Hotels: *Nye* (New) *Hotel*, near the Stat.; R. 1½ to 2 kr., B. 65 ö., D. 2 kr., cold supper, 1 kr.; *Bryndums H.*, small.
SKAGESTRAND, 96.
SKÁLAFÉLL, 119.
SKALHOLT CATHEDRAL, 114.
SKAMLINGSBANKEN, 18.

SKANDERBORG, 20, [4].
Hotels: *H. Phönix; H. Skandinavien.*
Cafe: *Julius Winter.*
SKANDRUP, 20, 31.
SKANDSEBAKKE, THE, 79.
SKAPTARJÖKULL, 108, 121.
SKARREKLIT, 41.
Skarrid Sö, 84.
SKAW, THE, 2, 25, 26, [8], [9].
SKJALDBREID, 124.
Skjalfandafljot, R., 109, 110, 124, 126, 127, 130.
SKIBBY, 83.

SKIVE, 36, 41.
H. Glud. Dil. N.W. to Rödding, W. to Lime. Steamer to Nykjöbing, Thisted, Lögstor, and Aalborg.

SKJELSKÖR, 88.
H. Postgaarden, small, R. 2 kr., B. 50 ö., D. 2 kr. 20 ö. Carriages from *Madsen* in the Standgade; to Borreby, 2 or 3 kr.; to Basnaes, 3 or 5 kr.; to Holsteinborg, 5 or 8 kr. Small Steamboat to Aggersö and Omö.
SKJERN CASTLE, 22, 35.
SKJERN CHURCH, 22.

SKJERN, 5, 32, 37.
Small Inn.
SKJERNAA, 32.

Skjærpingegaard, **41.**
Skjoldnæsholm, **84.**
Skjörbek, **40.**

SKJÖRPING, 23.
Country Inn.

SKODSBORG, 55, 75, 76, 77.
Hotels: *Bade Hotel*, with Restaurant, in a pretty garden, large and good, crowded on Sun. R., L., A., 2½ to 6¼ kr., B. 75 ö., D. 2½ kr.; *H. Oresund*, prices lower.
Carriages for excursions at a fixed tariff.

SKOVHÖIRUP, 43.
Good little Inn.
Skovshoved, **74, 76.**

SKÚTUSTAÐIR, 126, 127.
Good accommodation at the Priest's house. Trout fishing and grouse shooting.

SKYTTEHUS, 19.
Restaurant.

SLAGELSE, 49, 88.
H. Postgaarden. Dil. N. to (25 m.) Kalundborg (2¼ kr.); to (20 m.) Jyderup (1½ kr.).
Slangerup, **65.**
Slie, R., **14–16, 29, 63.**
Sluttnes Island, **126.**
Snæfell's Jökull, **128, 114, 108, 110, 121, 130.**

SNEKKERSTEN, 79.
Small Inn.
Snoghöi, **43.**
Söborg, **81.**
Söborg Slæt, **79.**
Söbysö, **46**
Söbysögaard, **46.**
Sog, R., **117.**
Söhedens Bakke, **24.**
Söholt, **90.**
Sölager, **83.**
Solfatara Pass, **126.**
Söllerød, **77.**
Söllested, **90.**
Sommerstedt, **17.**

SONDERBURG, 17, 29, 30, 31.
Hotels: **H. Holstein; H. Stadt Hamburg*, reasonable.
Steamer three times a day in 2½ hrs. to Flensburg; three times in 3 hrs. to (25 m.) Apenrade (3 marks), and three times in an hour to Augustenburg.

SÖNDERHO, 38.
Primitive Inn. Dil. to Nordby.
Sondermarken Park, **72.**
Sonder Sö, **77, 82.**
Sondersogns Kirke, **36.**
Sonderup, **23.**

SÖNDERVIG, 37.
Bade-Hotel, pension, 4 kr. Dil. E. to Ringkjöbing and S. to Varde.
Sophiero, **82.**
Sorg, **15.**
Sorgenfri Park, **75, 77.**

SORÖ, 49, 52.
H. Postgaarden, 1½ m. from the Stat. Omn. 50 ö. R., L., A., 1½ to 2 kr., B. 65 ö., D. 2½ kr., cold supper, 1½ kr. Dil. S. in 4 hrs. to (19 m.) Næstved (2½ kr.), passing Næsbyholm. Carriage to Pedersborg and Bjernede, or to Næsbyholm, 6 kr.; two horses, 8 kr.
Sorthat, **92.**
Sound, The, **36, 46, 76, 79, 80, 81, 86, 93, [5].**

SPODSBJÆRG, 47, 90,
Inn at the landing-place of the Steam Ferry.
Spottrup, **36.**
Sprengisandur, **130.**
Sprogö Island, **48.**
Staby, **37.**
Stade, **3.**
Stadilfjord, **37.**
Staðarhraun, **128.**
Staðastaðr, **128.**
Stadr, **120, 121.**
Stærri Laxa, R., **110.**
Stafafell, **109, 130.**
Stafholt, **128.**
Steamers, **[3].**

STEGE, 86.
Baden's Hotel, small, but good and reasonable. Dil. to Vordingborg and Borre. Steamer in 2 hrs. to Masnedsund, 2 kr.; in 6 or 7 hrs. to Copenhagen, 5 kr. Carriages at *Kanstrups* or *Nielsens*; fixed tariff for drives.
Steinstaðir, **123.**
Stenalt, **22.**
Stensballegaard, **20.**

STETTIN, 11.
Hotels: *H. de Prusse*, R., L., A., 3½ marks, B. 1 mark, D. at 1 o'clock, 2½ marks; *H. du Nord; Dreikronen.*
Restaurants: *Kettner*, Breite Strasse; *Tessendorf*. Rossmarkt Strasse.
Café: *Wiener Café.*
Post Office: Grüne Schanze.
Telegraph Office at the Post and Station.
Cab: 60 pf.; two persons, 80 pf.
Tramway through the principal streets.
Baths: 20 Wilhelm Strasse.
Stevnsherred, **87.**
Stevns Klint, **9, 87, [7].**
Stiklestad, **64.**
Stintfang, **3.**
Stonehaven, **113.**

STORE ARDEN, 23.
Small Inn.
Store Dyrehave, **77.**

STORE HEDINGE, 87.
Hotels: *H. Gustav Adolph*, very small, but good. *H. Stevns*, smaller; both reasonable.
Carriages at the latter for the Klint, 4 kr.; 2 horses, 6 kr.
Store Vildmose, **24.**
Stóruvellir, **118, 127, 130.**

STÖVRING, 23.
Village Inn.
Stövringgaard, **22.**

STRALSUND, 10.
Hotels: **Brandenburg*, R., L., A., 3 marks; D., at 1 o'clock, 2½ marks. *Goldener Löwe.*
Restaurants: *H. Bismarck*, with a good view. *Rathswein Keller.*
Cabs: From the Stat., 75 pf.; drive in the town, 50 pf. Luggage, 25 pf.
Post and Telegraph Office in the Neue Markt.
Steamer several times a day to (2 m.) Altefähr, on the Island of Rügen.
Strand, **28.**
Strib, **42, [4].**

STROKKR, THE, **117, 116.**
STRÖMÖE, **113.**

STRUER, 37, 38.
H. Schous, good and moderate. Steamer to various places on the Limfjord.
Strútr, Mt., **123.**

STUBBEKJÖBING, 86, 89.
Frey's Hotel, small, but cheap and good. Dil. in 1¼ hr. to Nörre Alslev. Steamer to Bogö, Grönsund, and back in an hour, 1 kr.; to Masnedsund in an hour, 1 kr.
STUBBEN-KAMMER, **11.**
STUBBERUP, **87.**
STUDEBAKKEN, **24.**

STUDSGAARD, 32.
Country Inn.
STYKKISHOLMR, **129, 96, 97.**
SÜDERBRARUP, **14, 17.**
Sudra, R., **127.**
SÜLBERG, **4.**
SUNDEVED, **30.**
SURTSHELLIR CAVES, **123.**

SVANIKE, 91, 93, 94.
Hotels: *H. Ostersöen*, very comfortable, R. 1½ to 2 kr., B. 50 ö., D., at any hour, 1½ kr., pension, 3 kr. *H. Carlsen.*
Carriages at *Wulffsen's*. To the Jomfrubjærg, 4 or 8 kr.; to Gudhjem and Helligdom, 6 or 10 kr.; to Louiseland and Randkleven, 3 or 5 kr.; to the Paradisbakker, 3 or 5 kr. Dil. to (20 m.) Rönne in 4 hrs., 2 kr. 60 ö.
Steamer to Nexö, 50 ö.
SVARTÁRKOT, **110, 126, 127.**
SVEJBÆK, **32.**

SVENDBORG, 17, 46, 42, 45, 47.
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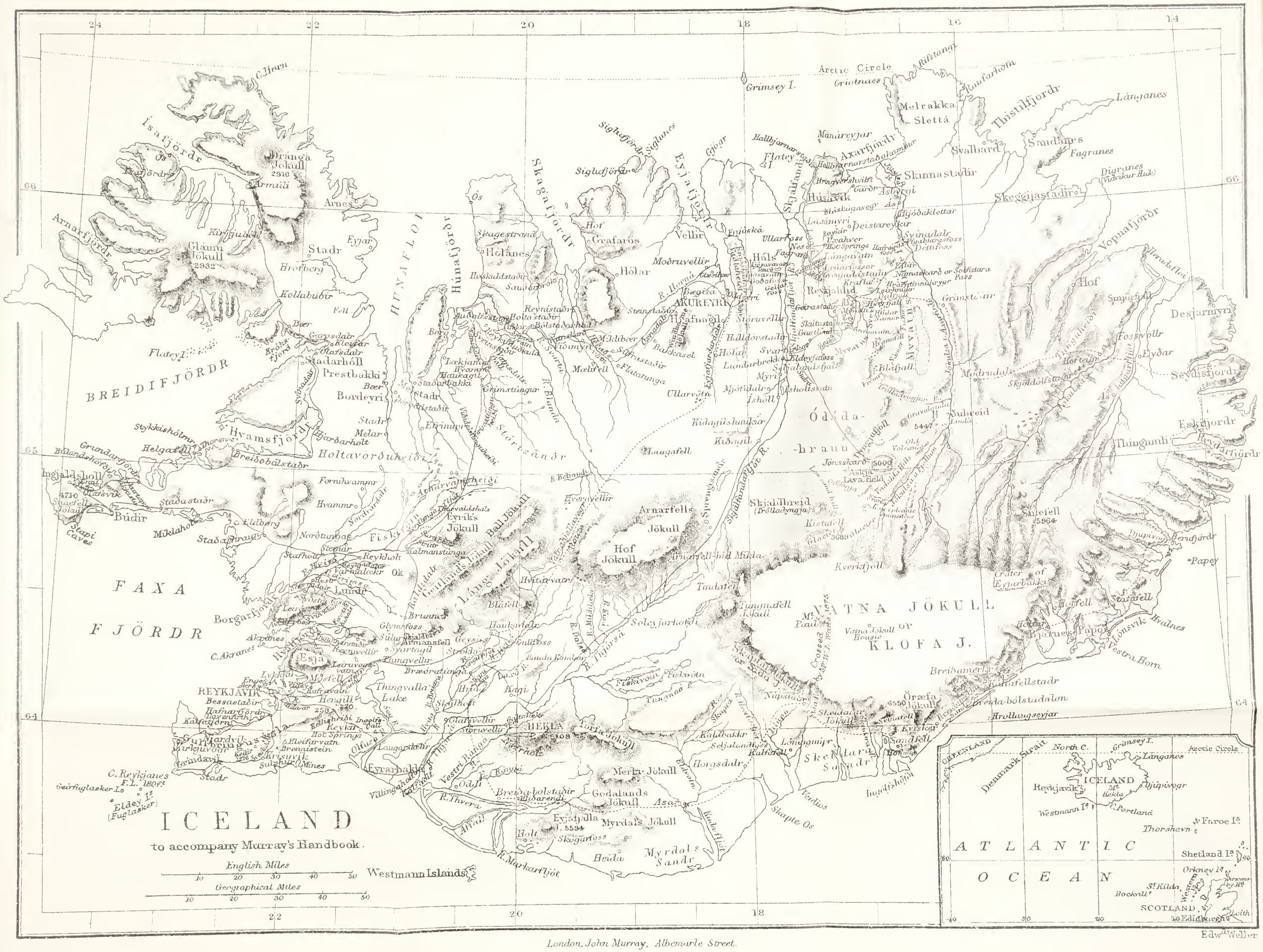
LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, LIMITED,
STAMFORD STREET AND CHARING CROSS.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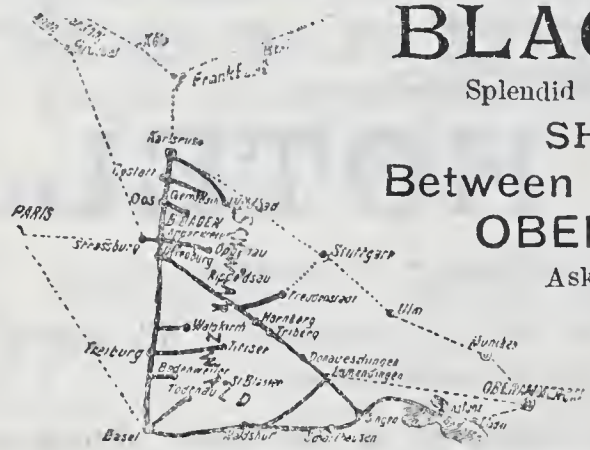

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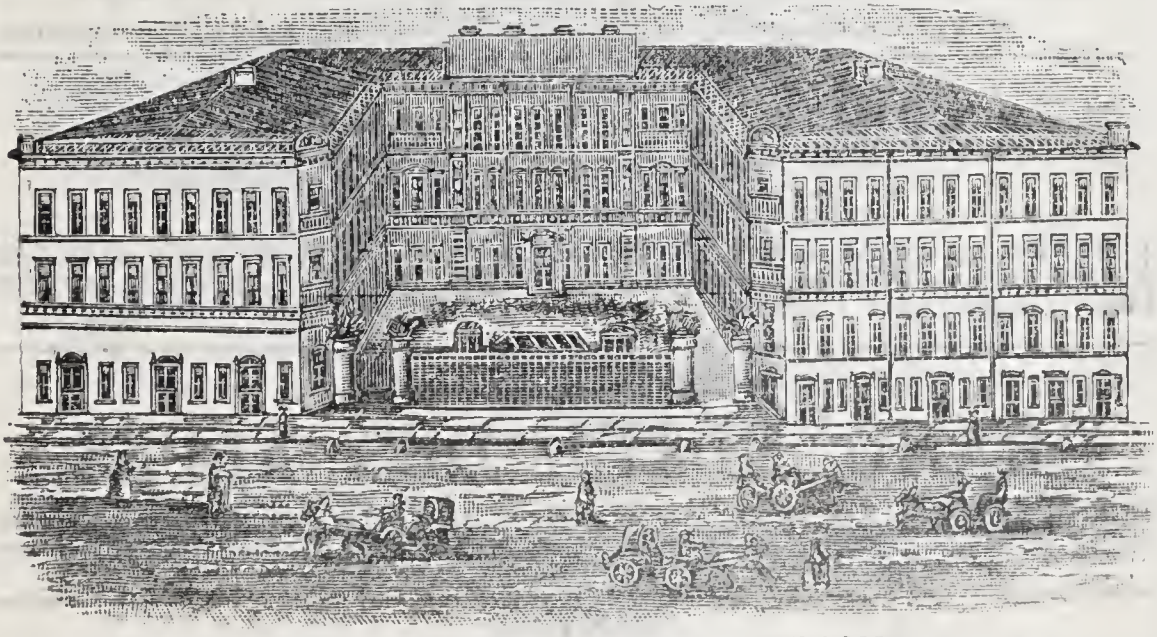

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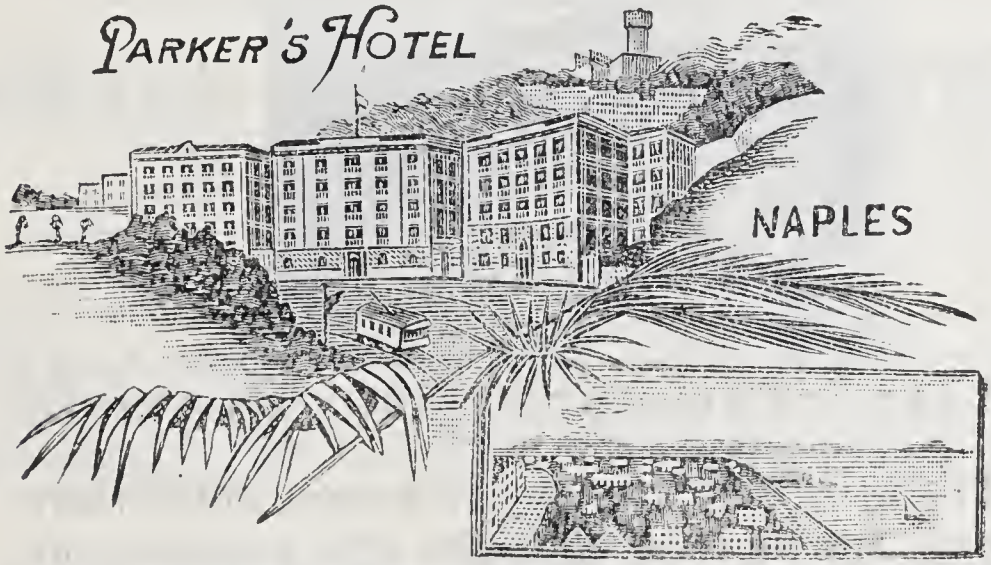

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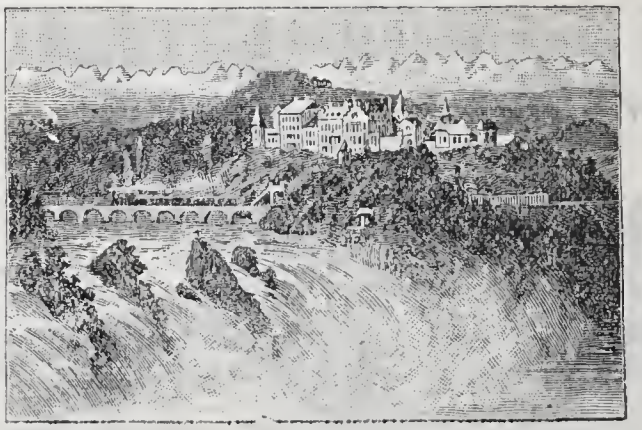

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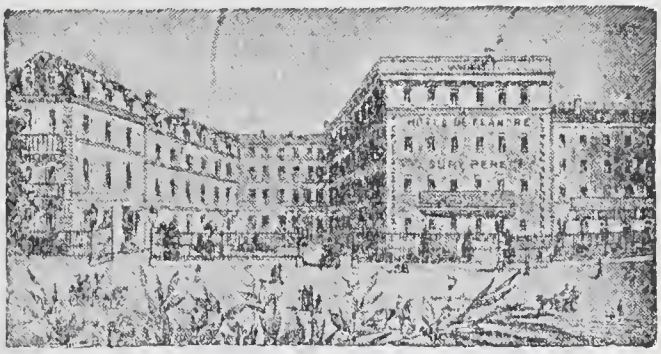

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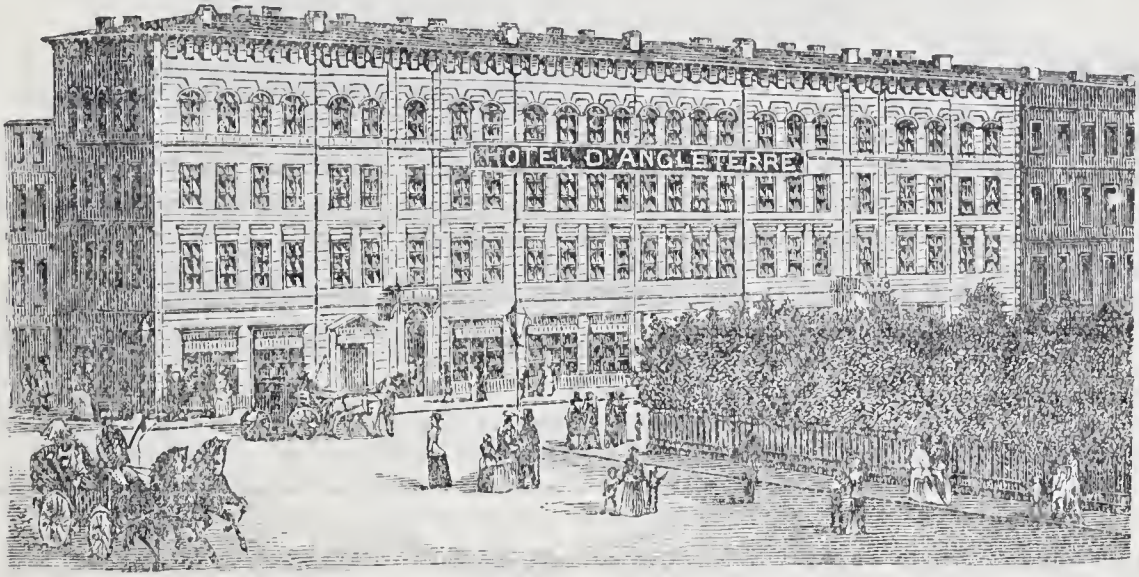

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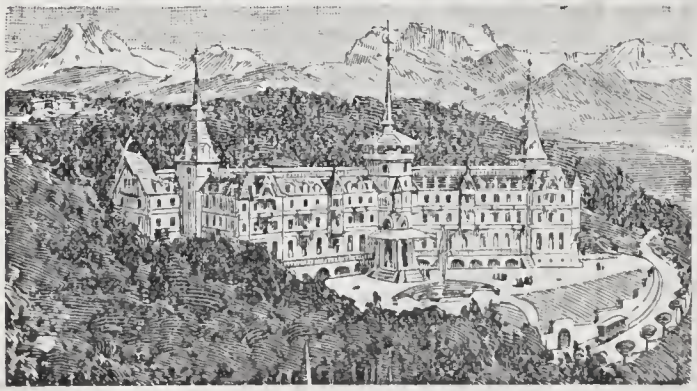

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